

OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Prices (including Postage) to any
part of the world \$12
per annum.

The China Mail.

THE BEST THING
IN SIGHT
IS
CROOKES' GLASSES.
N. LAZARUS
OPHTHALMIC OPTICIAN.
22, Queen's Road Central, Hongkong.

March 15, 1921, Temperature 61

Barometer 30.07

Rainfall 0.00 inch.

Humidity 64

March 15, 1920, Temperature 55.

No. 18,207.

二拜禮

號五十月三年一十二百九千一英

HONGKONG, TUESDAY, MARCH 15, 1921.

日六初月二酉辛未年十國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

WATSON'S HOUSEHOLD AMMONIA

A delightful adjunct to the Bath.
Most refreshing and invigorating.

A. S. WATSON & CO., LTD.,
THE HONGKONG DISPENSARY.
Phone 16.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)
Open and Closed
CARS FOR HIRE
TEL. 482. in Hongkong and Kowloon. TEL. 3552

STEAMING COAL.

Contracts Solicited for Bunkering Ships
at Hongkong, Shanghai, Keelung (Formosa)
And All Leading Japan Ports.

K. KIMURA & CO.

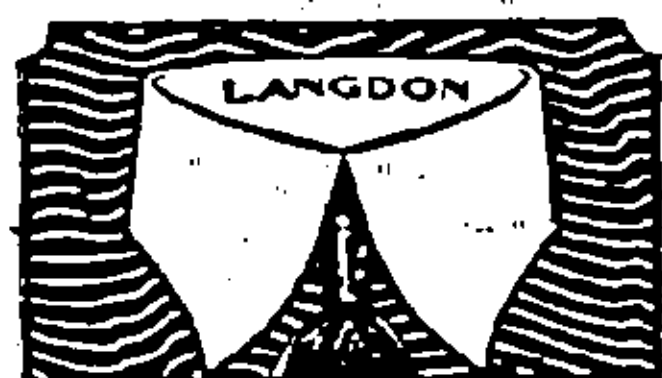
2, Connaught Road Central.
Cable Add. "Propaganda" Tel. No. 2530.

YEE SANG FAT CO.

Just Arrived
LATEST PATTERNS
OF
GENT'S SILK NECKTIES

WITH HANDSOME DESIGNS
ATTRACTIVE COLOURS.

IDE COLLARS



The Newest of the New

SOLD BY

YEE SANG FAT CO.

GEORGE BING MOTOR BOATS CO.

Hongkong Station at
Murray Pier Tel. 1904
Kowloon Station at
Police Pier Tel. 171
FAST & COMFORTABLE MOTOR BOATS.
FOR HIRE AT ALL HOURS.
\$2.00 per Hour or Part thereof or \$1.00 per Trip. Not exceeding 15 Minutes.

THE ISLE OF SKYE LIQUEUR "DRAMBUIE"

A LINK WITH THE "45."

OBTAINABLE AT:

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

YOUR BIRTHDAY
should always be enjoyed in the right spirit
if it is commemorated by a souvenir such as
JEWELLERY & WATCHES
The goods that hold the unchallenged
reputation of being
THE IDEAL GIFT.

J. ULLMANN & CO.
Jewellers & Watchmakers
Established 1880.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

NEW BRITISH NAVAL POLICY.

THE ESTIMATES.

LONDON, March 14.

The naval estimates for 1921-22 are approximately ninety-one gross and 82½ net as compared with 105 and 91 in 1920-21. These figures are millions sterling. The economies include a reduction of capital ships on full commission from twenty to sixteen, placing one Atlantic destroyer flotilla in reserve, the reduction of the North American and South African squadrons by one light cruiser each, the complete but temporary withdrawal of the South American squadron, and a reduction of personnel to 121,700. Eight obsolescent capital ships are transferred to the disposal list, thus reducing the number of capital ships on the effective list to thirty, including the Australian ship *Australia*. Of these fourteen will be in reserve. Two and a half millions are included in the estimates as a first instalment for the replacement of capital ships.

The memorandum shows naval estimates and non-recurrent war liabilities amounting to \$2½ millions, including \$2½ millions for the completion of the light cruisers, aircraft carriers, destroyers and submarines begun in war time. The Admiralty in pursuance of its duty of carrying out the government's policy of a one-power standard, has effected drastic economies and has agreed to assume risks which in ordinary circumstances would be regarded as difficult to reconcile with the full maintenance of the government's declared policy. After detailing its economies it says the reduced navy must be maintained at the highest possible efficiency. Hence the battleships *Hercules*, *Colossus*, *Neptune*, *St. Vincent*, *Collingwood*, *Temeraire*, *Bellerophon*, and *Superb*, are transferred to the disposal list.

Of thirty capital ships on the effective list the older types becoming obsolescent cannot be reckoned efficient fighting units for more than a few years. We need their gradual replacement by modern ships embodying the results of the war we can no longer disregard. It must be remembered that no capital ship has been laid down and completed since 1916. It is obvious that the ships of our reduced navy must be up-to-date and most efficient, therefore \$2½ millions are included in the estimates as a first instalment for the replacement of ships. It cannot be too strongly emphasised that in making the long delayed beginning of the replacement of obsolete ships the government neither commits itself to nor contemplates building programmes in answer to those of any other Power.

Indeed, the government trusts it may be possible as a result of frank and friendly discussion with the principal naval powers to avoid anything approaching competitive building. Meanwhile it would be dereliction of duty to allow the efficiency, training, and morale of the Navy to deteriorate through neglect to provide it with material equal to the best and wherein we can feel confidence. It is also imperative to avoid irrevocable loss of time in building facilities which might make it impossible to maintain our sea security if threatened.

The Imperial Conference in June will give a welcome opportunity of discussing fully with Dominion representatives the problem of naval policy in relation to the Empire as a whole and for the consideration of suggestions for mutual co-operation. The lines wherein it is proposed to proceed are towards the development of Dominion navies under the administrative and executive command of their own officers, each separate navy being the responsibility of its own government and imbued with the particular characteristics and spirit of its own people; working in close co-operation, however, under our guidance and common doctrine. If a war occurred wherein the Empire as a whole participated, the various component navies would work in harmony for a general strategic policy previously decided. To ensure such intelligent co-operation, and the common principles of command and staff work required, this can only be developed by a uniform system of staff training. It is proposed gradually to progress in this direction by the appointment of Dominion officers to the naval staff at the Admiralty, arranging that a certain proportion of Dominion officers each year will be undergoing a naval staff course at the staff college. Finally it is hoped to reach a position where the Dominions themselves will be able to establish their own staff colleges working on the same lines and system as the Home staff college. The machinery required to apply these tentative proposals to the imperial naval policy cannot be indicated until they have been considered in conjunction with Dominion representatives.

BUSY LYONS.

NOT TOO BUSY FOR PRANDIAL PLATITUDES.

PARIS, March 3.

M. Millerand has left on a tour of inspection of the great works undertaken for harnessing the Rhone river above Lyons, whose industry after its completion is expected to receive a tremendous impulse owing to the electric power so provided.

Lyons fair is proving again an unqualified success this year. A number of distinguished visitors have just arrived, including a high official of the British Board of Trade. In an address at a luncheon given in his honour by the municipality, he stated that the maintenance of the closest union between Great Britain and France was a necessity for both and overshadowed all other questions pertaining to world reconstruction.

TURKEY AND FRANCE.

A CURIOUS HOPE.

PARIS, March 12.

Following the signature of the Franco-Turkish agreement, Saim Bey, the Kemalist delegate to the London conference, in an interview with a representative of the *Petit Journal* stated that Turkey will never forget that the happy results reached in London are due to a large extent to France's friendly intervention. Saim Bey expressed a hope that a formal alliance may soon be concluded by Turkey with France, ruling over millions of Moslems and the most humane and enlightened of Islamic nations.

FOOTBALL.

AN UNEXCITING MESSAGE.

LONDON, March 14.

Wales and England competing for Association football honours at Cardiff played a pointless draw.

THE DOLLAR.

Today's closing rate 2/4 1/8
Today's opening rate 2/4 3/8

EARLIER TELEGRAMS

(Reader's Service to the China Mail.)

BOYCOTT OF ALLIED GOODS.

BRUSSELS, March 14th.

A message from Stuttgart says that anger at the new penalties has evoked a joint appeal from the Württemberg Chambers of Commerce arguing in favour of business men and the population boycotting British, French, and Belgian merchandise until the objectionable measures have been rescinded.

Manufacturers in Duisburg, Düsseldorf and Ruhrort, inspired by the Stinnes Group, have decided to declare a lock-out as a protest against the extended Allied occupation, aiming at the stoppage of production in the district.

PARIS, March 11th.
The occupation of cities in Rhineland continues without any untoward incident. The decision of the French authorities to open popular kitchens for needy people has been gratefully received. Obviously the Russian regime was unpopular with large sections of the population, especially the working class.—*Havas*.

TREATY OF SEVRES.

LONDON, March 14th.

The Greek Legation in London has received a telegram from Athens stating that the entire Greek Press declares that the concessions demanded from Greece in favour of Turkey attack the fundamental clauses of the Treaty of Sevres. The whole of Greece is ready to enforce, at any price, respect for its national aspirations.

Greece disposes on the spot military forces capable of quickly dispersing the rebels in Asia Minor, declares the message, and Greece prefers to suffer fresh sacrifices involved by rapid military operations in order to end the indefinite situation.

SET-BACK TO COMMUNISM.

PARIS, March 14th.

By-elections in the Seine Department, which was a Socialist stronghold, have resulted in the return of two Government candidates, who defeated two Communists with an absolute majority of 33,564 votes. The Socialists, apparently, abstained from voting for the Communists.

ANARCHIST'S ARREST.

MADRID, March 14th.

An Anarchist named Atanes Mateo has been arrested. He is alleged to have confessed to the assassination of Senor Dato and to have revealed the names of his accomplices.

INTERNATIONAL COURT OF JUSTICE.

PARIS, March 11th.

The Secretary of the League of Nations appeals to all members for the prompt ratification of the motion passed by the League regarding the establishment of the permanent International Court of Justice, so as to enable the League, at its next meeting, to elect judges to take steps for opening the court as soon as possible.—*Havas*.

SIX SINN FEINNERS EXECUTED.

LONDON, March 14th.

Six Sinn Feiners were hanged in Dublin this morning. Two were convicted of murder in connection with the massacre of officers in Dublin in November, and the remaining four of high treason and of participating in an ambush.

The men were hanged in pairs at hourly intervals. Extraordinary efforts were made to secure a reprieve, including the despatch of telegrams from the Lord Mayor of Dublin to the King and the Premier, but they proved fruitless.

Work was stopped in Dublin in the forenoon, and as a protest the postal and telegraph services were suspended. There was a crowd of 20,000 outside the gaol.

SHANGHAI SILK MERCHANTS IN LYONS.

PARIS, March 11th.

Twelve delegates from the Shanghai silk trade organisations have arrived in Lyons where they are visiting the Fair, and the Union of Silk Merchants in Lyons, who have had old business relations with the Shanghai organisations for the past fifty years, have organised a series of visits to establishments in which the silk merchants are likely to be interested.—*Havas*.

St. Stephen's College Association held its fourth annual meeting, under the revised constitution—at the College on Saturday. About 150 were present at the reception given by the Warden and Mrs. Hewitt. Committees were elected, including a general committee of representatives in Great Britain, America, Peking, Shanghai, and Manila. In Canton, the members have formed a special branch which held a successful dinner at the Asia Hotel recently, when a number of old boys holding prominent positions in Canton met to dine with Archbishop Barnier, the founder of the College. In England Mr. S. W. Cheng is Secretary of the New Branch which meets in London. A successful smoking concert and cinema performance concluded the evening on Saturday.

BUSINESS NOTICES

ECONOMY-SHOPPING.

20% REDUCTION IN PRICE OF
ALL WOOLLEN UNDERWEAR.

Special for this Week.

Jaeger Wool Vests. Heavy Quality.
\$8.00 each Less 20% \$6.40 each
Morley's Heavy. Wool Vests & Pants
\$13.50 suit Less 20% \$10.80 suit
Morley's Wool & Cotton Vests & Pants
\$8.50 suit Less 20% \$6.80 suit

A selection of Morley's Cashmere Half Hose.
Regular Price, \$3.50 pair Less 20% \$2.80 pair.

MACKINTOSH & CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road. Telephone 29.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS.

THE PHARMACY

22, Queen's Road. Tel. 345

THE GENERAL ELECTRIC Co. (of China), Ltd.

QUEEN'S BUILDINGS, HONGKONG.

Telegrams, "Sparkless." Telephone 518
HEAD OFFICE: SHANGHAI
(BRANCHES AT HANKOW, DAIR EN AND
TIENTSIN.)

Representatives throughout China for and assisted with
THE GENERAL ELECTRIC CO., LTD., LONDON.

Wittson Engineering Works, Birmingham.
(Electrical Plants, Motors, dynamos, Switch Gear, etc.)
Cowan—J.E.C. Lamp Works, London.
(Draws Wire and Carbon Filament Lamps, Radiator Lamps.)
Fisher & Chalmers Engineering Works, Ltd., Edinb.
(Steam-Turbo Sets, Centrifugal and Mining Pumps.)
First-Grade Cable Works, Southamptn.
(Cables, Wires, Flexible, Insulating Materials, Tapes.)
Chamberlain & Hookham, Ltd., Birmingham.
(Makers of House Service, Power and Traction Pumps.)
Salford Electrical Co., Ltd., Manchester.
(Electrical Instruments of All Descriptions.)
Fell-Cumant Telephone Works, Ltd., Coventry.
(Complete Telephone Installations, Switch Board, Telephone ex.
Chapman for Cars and Aeroplanes.)
Express Lift Co., Ltd., London.
(Electric Passenger and Cargo Lifts.)
Fremont Fan and Carbon Works, Birmingham.
(Electric Fans, Small-power Motors, Carbon Brushes.)
Art Metal and Steel Castings Works, Birmingham.
(Lighting Fixtures, Steel Castings and Accessories.)

LARGE STOCKS CARRIED IN CHINA OF ALL ELECTRICAL MATERIALS
AND ELECTRICAL MACHINERY.

Established 1900.

TAILORING

DISS BROS.,

ALEXANDRA BUILDINGS,
TEL. 2842.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 638. Tel. 638.

ACCORDIONS.

The Instrument which has been greatly missed
for some years has now come to life again.

Not those "So Called" ones, but the "Real Thing"

BEST VALUE AT SMALL COST.

CALL AND CHOOSE YOUR OWN.

THE SINCERE CO., LTD.,

"Hongkong Emporium."

LAMMERT BROS.AUCTIONEERS, APPRAISERS
AND SURVEYORS**Public Auctions—**

THE Undersigned have received instructions to sell by Public Auction,

on
WEDNESDAY, March 16, 1921,

commencing at 11 a.m.
at their Sales Rooms, Duddell Street.

A Quantity of High Class
Havana, Manila and Dutch
Cigars.

(More or less damaged by water)

Note:
A large proportion of the above are
only label damaged.

On view from Tuesday, the 15th
instant.

Terms: Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, March 14, 1921.

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for Infants which keeps good in
quality during Hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Dyspeptics (3)
MILFORD-McGRATH FLUIDINSECT-
ICIDE the Best Fluid for destroying
Fleas, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOEY CAHILL'S GOLDEN
SLIPPER, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
House.

PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.

SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China.
Nos. 47 & 49, Connaught Road Central, Hongkong.
Telephone Nos. 1254.

理代泰豐華

**Sutton's
Fine Grass Seeds**

FOR

Garden Lawns, &c.

FOR SALE AT

GRACA & CO.,

Dealers in Garden Seeds, Postage
Stamps, Toys, Picture Books,
&c. &c.

No. 10, Wyndham Street,
P.O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER.

**CHERRY & CO.,**

PEPPER STREET,
Opposite Hongkong Hotel

Telephone No. 492.
Hongkong, March 20, 1921.

TANG YUK, Dentist.

Successor to
the late SIEN TING,
14, d'Aguiar Street.

TERMS VERY MODERATE
Consultation free.

THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

24, d'Aguiar Street, Hongkong.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

Westinghouse

ELECTRICAL APPARATUS FOR EVERY PURPOSE

This trade mark is
the guarantee of
dependable elec-
trical equipment.

**Where the Light Comes
From**

A modern miracle! One after another
a million points of light spring into be-
ing until the whole city is radiant with an illumination second
only to that of the sun itself.

From the bulb of the lamp back to the original source of power there is no machine
that does not owe something of its past development and present perfection to
Westinghouse Electric.

For Westinghouse Electric makes the transforming apparatus by which the electric
current is raised to the tremendous voltage—which is necessary for its transmission over
great distances, and reduced again to the low voltage at which it is translated into light.

It makes the great generators in the Central Station in which the current had its birth.

It makes the marvelously efficient steam turbines that drive its generators.

It makes the automatic stokers, feeding coal under the boilers that save human labor
and assure better combustion.

Every step of the long evolution—stoker, turbine, generator, alternating current,
and transformer—represents a distinct Westinghouse contribution to the great result—
light in a dark house for the greatest possible number of people at the lowest
possible cost.

Westinghouse Electric International Co.

SOLE AGENTS IN CHINA:

CARSON WILLIAMS & WIDMORE E. E. CORPORATION
21 Rue de l'Amirauté,
SHANGHAI.

**TRADE DEPRESSION.****SILVER AND TRADE.****MELTED COINAGES.**

Moreton Frewen writes in the
Daily Telegraph—
I remember a small dinner in London
given in 1894 by the late Sir William
Houldsworth, M. P., in honour of four
American visitors, the late Professor
Francis A. Walker, Senator Wolcott,
Mr. W. C. Whitney, and Mr. Brooks
Adams. Of the dozen diners there
are at least three other survivors,
Mr. Balfour, Lord Chaplin, and Lord
Desborough, and they will, I think,
still recall the words with which
that great American economist
concluded an impressive speech.
Professor Walker, whose book
"Money" is a classic, and has been
translated into at least eight lan-
guages, said: "I regard this problem
of silver as far more than any mere
problem in finance; I believe that
with its right settlement is bound up
the very progress of civilisation for
the Western Nations." The great
Eastern exchange catastrophe of the
past twelve months is eloquent of
the soundness of Professor Walker's
view. It has really clouded the
entire atmosphere of our economies
and of our sociology too. But
what is it that has overwhelmed
thus suddenly the world's silver
market at a time when every
student of economic science is
counting confidently on the price of
silver rising still higher than in 1919?
The reply is simple. France and her
partners in the Latin Monetary Union
have in the last few months melted
and sold practically the whole of
their silver currency. This explains
why India has been able to coin
138,000,000 oz. of silver ("Economic-
ist," Jan. 8) in her last financial year,
although the production from the
mines was less than 145,000,000
ounces, practically the whole of
which was absorbed by non-monetary
uses. It appears that a novel con-
sumption of silver for "films" is
accounting for very large aggregates.
I know of no method by which to
ascertain the actual amount of silver
obtained by melting silver coins, for
no figures were in existence of the
amount of the Latin Union silver
coins current, but it is probable that
the French sales last year may have
amounted to at least the total pro-
duction from the world's mines for
the last three years—say 200,000,000
ounces. This parabolic work must
be by now nearly completed, but I
learn via New York from the weekly
circulars of Mr. Scribner, Waseel that
the sale of silver through the Bank
of France alone is still proceeding at
the rate of half a million ounces
weekly.

Thus has silver been betrayed in
the house of its best friends, America
and France. The former, in order
to meet the piteous appeal of the

Indian Government, had already
parted with practically all its coined
silver dollars, and now France has
also sent to the melting-pot about all
of its five old franc pieces, so
full of cherished tradition for the
peasantry of France. These are the
two great nations which so lately as
1893 offered jointly to reopen their
mines to the free coinage of silver at
15 to 1 if we would but reopen the
mines of India and coin an honest
rupee. It is this terrible and unre-
solvable catastrophe which has capped
the climax of the defaters and
through the prostration of the silver
exchanges has cut down the effective
demand for our goods and the goods
of France and the United States in
all the markets of a thousand million
Asiatics. No wonder, then, that the
trades across the Pacific with the
Orient languish and that Lyons as
well as Lancashire is clean undone.

AN EARLY REACTION.

But grievous though the set-back
to trade, I maintain with entire con-
fidence that the absorption of all
this melted silver by the East may
require at most three years, and
that my forecast of permanent "five-
shilling silver," and thus of high
exchanges and brisk trading with
Asia, will not long be delayed, and
that from Asia comes our best pro-
mise of a revival of industrial pro-
sperity in the West. The very best
investment to-day is a silver hoard,
whether coined or uncoined. The
stimulus which is afforded to a
country's export by reason of the de-
preciation of its currency—this has
in the last two or three years become a
financial commonplace. It was,
however, not so generally recognised
twelve years ago. In 1907 the
Government of India was once again
responsible for a prodigious "bull"
market in silver. That Government
in 1907 had purchased eighty million
ounces of silver, the total yield of
the mines being 170 million ounces,
of which the silversmiths had taken
eighty million ounces, but in 1908
India had purchased for fresh cur-
rency a merely nominal amount, so
that the price had fallen as much as
it had advanced! In 1908, after the
great fall in silver, Mr. Elinor Root,
being United States Secretary of
State, at my suggestion sent the
following circular to all the United
States Consuls in the Far East:

May 14, 1908, State Department.
1. What as shown by index num-
bers, or the price lists of wholesale
commodities had been the tendency
of prices since 1896 measured by
silver currency—the tael, the dollar,

the rupee?

2. Whether firms importing from
the United States, Great Britain, and
Germany have during the past twelve
months found the great fall in the
price of silver matter for serious dis-
turbance to their business, whether
also this fall has considerably stimu-
lated the export trades?

Secretary Root asked for the re-
plies in duplicate, and was good en-

ough to send me the duplicate, many
of which were, and are, very educa-
tional. As to the barrier imposed
by cheaper silver to all that America
exported to Asia, the consular reports
were almost unanimously agreed.
Mr. Roger Grenne, Consul at Dainy,
Manchuria, sent in the enclosed
rather laconic table:

DAILY VALUE OF IMPORTS.

	Cotton goods.	Flour. Ex.
March quarter, 1907...	\$709,969	\$301,123 57
Dec. quarter, 1907...	\$204,904	\$73,969 47

CHINA'S EXPORTS.

Perhaps no man living knew more
of this problem of exchange than
Sir Thomas Jackson, chairman of the
Hongkong and Shanghai Bank. In
his evidence before the Singapore
Currency Commission in 1902, Sir
Thomas said:

I was in Shanghai in 1867. Then
the only items of export were tea
and silk; now the low exchange
enables them to export all sorts of
things—hides, tallow, wax; in fact,
in a ship of 6,000 tons you will
find tea and silk not 5 per cent. of the
cargo. There are a hundred and one
articles exported from China now
that were impossible to export thirty
years ago.

Chairman (Sir David Barbour): Do
you think the advantage is perma-
nent, Sir Thomas?

Answer: I think it will tend to
increase as time goes on.

In 1907, because the Government
of India had stayed out of the silver
market for two years and bought no
silver, the price fell 10d. per ounce,
the greatest fall in a period so short
in all the history of the metal until
last year. It may be useful to quote
a paragraph from a letter written
me by that brilliant young mandarin,
Tong Shao Yi, a little later the first
Prime Minister of China. Tong writes
(Feb. 13, 1909):

In China fluctuations in exchange
such as those of last year are, of
course, very troublesome for our im-
porting merchants; still, no doubt last
year's fall in silver greatly assisted
our mills and other manufacturing
industries, which might be damaged
by the competition of imported
foreign goods if the exchange rose.
Thus the fall in exchange is even as an
increasing tariff; but, unlike a tariff,
our exports are not reduced, but are
so to speak, subsidised.

Of all the world's currency pro-
blems, that of securing a permanent,
fixed rate of exchange between Great
Britain, France, America, and all
Asia is at once the most important
and the simplest. It was the one
point on which the Gold and Silver
Commission of 1898, a really brilliant
and competent Royal Commission—
unanimous (See Report, Part
I, Section 192).

(Continued on Page 3.)

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS AND CAFES.**THE HONGKONG HOTEL CO., LTD.****OPERATING:—**

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

J. H. TAGGART,
Manager.**THE PEAK HOTEL.**

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

PALACE HOTEL KOWLOON

Recently renovated and returned, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to

Telephone K. 3. Telegraphic Add.: "PALACE."
J. H. OXBERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Rooms	en Suite & with	private Baths.
Roof	Garden, Hairdressing	Saloon, etc.
Excellent Cuisine.		Moderate Rates.

Leading Hotel in South China.

Special attention given to Tourists.

Under the Foreign Supervision of,
THOS. G. HUTCHINGS.**KING EDWARD HOTEL**

CENTRAL LOCATION
ALL ELECTRIC TRAMWAYS, Buses, etc.
Hotels, Pubs and Lodgings. European
Baths and Sanitary Facilities. Hot and Cold
Water System throughout. Best of Food and
Service.

Telephone 27. Telegraphic Address: "KING ED."
J. WINDHILL, Manager.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

Just arrived, large

quantities of White

Glazed Tiles, also Cast

Iron Porcelain Lined

Baths and the last word

in bidets.

C. E. WARREN & CO., LTD.

Nos. 30 & 32 Des Voeux Road Central.

Established 1900

Telephone 370.

TATTOO & CO.

BOOTS AND SHOES
MADE TO ORDER.
No. 24, Wyndham Street.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

SOLE AGENTS: MITSUI BUSHI & CO., LTD.

MUMEYA

Japanese Photographers.

We have removed our Premises to
No. 364, Queen's Road, C.

Sitting hours from 9 a.m. to 9 p.m.

Passport photos finished
in one hour.

**THE CLEANING OF
SUMMER FROCKS**

is an important matter and
we make a speciality of
"refinishing" light Frocks
and Costumes so that they
keep clean longer than
when treated by ordinary
methods.

Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
really reasonable.

Write for Price List and See!

The Diamond Dyeing and
Drycleaning Co.

Agent
CASSIM AHMED.

General Draper,
27 & 29, Wellington Street,
Kowloon, Hongkong.

Phone 2468.

Phone 2468.

Phone 2468.

Phone 2468.

Phone 2468.

Phone 2468.

Phone 2468.

Phone 2468.

Phone 2468.

Phone 2468.

**THERE'S A
LONG, LONG TRAIL**

of
Bugs, Fleas,
Flies, Beetles,
Mosquitoes,
etc.,
all killed by

KEATING'S

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

BRITISH
MADE

</

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Only used
Benley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.

PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

FRIDAY,

March 18, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 5, Des Voeux Road, Corner of
Des Voeux Street.
Chinese Porcelains, Curios,
Lacquered Ware.

Including a variety of 5-coloured and
6-coloured Vases, Wall Plates, Table
Svases, Blue and White Vases and
Incense Burners, Old Bronze and Brass
Figures and Vases, Nakemonos, Lac-
quered Cabinets, Ivory, Agate and
Crystal Ornaments.

The above stock recently arrived
from the North and includes pieces from
the Ming, Kiangsi, Kienlung and
Towkoo Periods.

The bulk of which will be sold with-
out reserve.

Full Particulars from Catalogue.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 11, 1921.

THE Underigned have received in-
structions from Mr. Arnold to sell
by Public Auction,

on
WEDNESDAY,

March 23, 1921, commencing at
2.15 p.m. at Her Residence
No. 56, Bonham Road.

THE WHOLE OF THE
Valuable Household Furniture,
Brick-oven, &c., &c.
therein contained.

As follows:—

HALL—Teak Hall Stand and Side
Tables. Drawing Room—Large
Easy Chairs Pouffe and Chesterfield
Sofa (by Wm. Powell.) Blackwood
Cabinets, Tables, Stands, &c., Water
Colours and Engravings, Old Brass
and Bronze Curios and Several Lots
of Chinese 5-col. and Blue and White
Porcelain, Carpets, Rugs and Curtains
(Lane, Crawford & Co.) Dining
Room—Large Mirror Back Side-
Chair, Dinner Wagon Ex. Table,
Chairs, Cabinets, Electro Plates and
Cutlery, Glass Crockery, Ware, &c.,
including several lots of Silver Ware.
Bedrooms—Teakwood and Brass
Mounted—Bedsteads, Wardrobes,
Dressing Tables, Washstands, Writing
and Card Tables, &c., Bed and
Table Linen, Blankets, &c., Bath-
room, Pantry, and Kitchen Utensils.

Also

A collection of Old Gold and Silver
Coins (Japanese) in case, Electric
Fittings, Barometer and a large quantity
of Pot Plants.

(Full Particulars from Catalogue).

To be had on application to the
undersigned.

On view from Tuesday, 22nd just
between 11 a.m. and 6 p.m. and day of
Sale.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 10, 1921.

FOR SALE.

At their Sales Rooms, No. 5, Des
Voeux Road, Corner of Ice House Street
Situate at Broadwood Road, Hongkong.
Substantially built 5-roomed Bang-
low with usual out-houses and garden.
Recently painted and colourwashed
throughout.

Particulars from the undersigned.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 21, 1921.

A FAMILY NECESSITY.

EVERY family should be provided
with Chamberlain's Pain Balm at
all times. Sprains may be cured in
much less time when promptly treated.
Lame back lame shoulder pains in the
side and chest and rheumatic pains are
some of the diseases for which it is
especially valuable. Try this liniment
and become acquainted with its qualities
and you will ever wish to be without
it. For sale by all Chemists and Store-
keepers.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

LOST.

LOST—Brown and White Japanese
Puppy. Answer to the name of
PUPPY. Will anyone having possession
of information of this dog kindly
communicate with Mr. A. A. Wilson,
Dragon Motor Car Co., Telephone 482?
Any expenses will be paid or reward
given.

TO LET.

TO LET—IMMEDIATE OCCUPA-
TION—A FEW THREE ROOM
ED EUROPEAN FLATS IN "CENTRAL"
BUILDINGS, "CORONATION ROAD,"
KOWLOON. MODERATE RENTAL.
Apply J. CLARK, Architect and
Surveyor, 14, Queen's Road, Central.

HOUSE TO LET.

TO BE LET—For about six months,
1 WELL FURNISHED, Small four
Room House, Kellott Manor. Apply
P. S. Smith, 5, Queen's Road, Central.

INTIMATIONS.

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN
that the ORDINARY YEARLY
MEETING of the SHAREHOLDERS
in this Company will be held at the
Company's Hotel, Hongkong, on SAT-
URDAY, 19th March, 1921, at Noon,
for the purpose of receiving the Report
of the Board of Directors, together with
a Statement of Accounts for the year
ending 31st December, 1920.

The REGISTER of SHARES of the
Company will be CLOSED from SAT-
URDAY, 19th March, to SATUR-
DAY, 20th March, 1921, (both days
inclusive), during which period no
transfer of shares can be registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, March 2, 1921.

THE CHINA PROVIDENT LOAN &
MORTGAGE COMPANY, LTD.

THE TWENTY-FOURTH ORDIN-
ARY ANNUAL MEETING OF
SHAREHOLDERS in the Company
will be held at the Office of the Com-
pany, St. George's Building, No. 6,
Cannan Road, on THURSDAY, the
24th March, 1921, at 11 o'clock a.m.
for the purpose of receiving a statement
of Accounts and the Report of the
General Managers for the year ending
31st December, 1920, and electing a
Committee and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from THURSDAY,
the 24th March, 1921, until THURSDAY,
the 24th March, 1921, (both days inclusive).

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, March 12, 1921.

THE HONGKONG & WEAMPOA
DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that
the ORDINARY YEARLY
MEETING of the SHAREHOLDERS will
be held in the Office of the Company,
2 Queen's Buildings, Hongkong, on
TUESDAY, 29th March, 1921, at Noon
for consideration of the Directors'
Report and Statement of Accounts for
the year ending 31st December, 1920.

The SHARE REGISTER and
TRANSFER BOOKS will be CLOSED
from 19th to the 29th March, 1921,
(both days inclusive).

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

Hongkong, March 7, 1921.

HONGKONG GYMKHANA CLUB.

THE following resolution was propo-
sed and passed unanimously at the
MEETING of MEMBERS held on 2nd
March.

"That the Hongkong Gymkhana
Club be wound up and that the Hong-
kong Jockey Club take over all Assets
and Liabilities of the Hongkong
Gymkhana Club."

A Meeting of Members of the Hong-
kong Gymkhana Club will be held at the
office of the Jockey Club, in Hongkong
Club Annex, at 12.50 p.m. on FRIDAY,
March 18th for the purpose of confirm-
ing the above resolution.

Hongkong, March 7, 1921.

REPULSE BAY HOTEL.

THE APPROACH ROADS to the
above Hotel are CLOSED tempo-
rarily for the purpose of regrading.
Patrons are, therefore, kindly requested
to use the steps opposite the main
entrance until completion of such work.

INTIMATIONS.

MARINE ENGINEERS' GUILD OF
CHINA.
CHINA COAST OFFICERS' GUILD
HONGKONG.

MEMBERS of both GUILDS are
requested to attend a Special
General combined Meeting at the Guild
Office

TO-DAY

(TUESDAY), 15th March, 1921,
at 5.45 p.m.

A full attendance is essential.

W. J. STOKES,
Branch Secretary M.E.G.C.

W. E. KIRBY,
Asst. Secretary C.C.O.G.

Hongkong, March 12, 1921.

NOTICE.

WE beg to inform the public that
the Firms of Messrs. FOK
LEE & COMPANY and the Hongkong
branch of THOMAS W. SIMMONS
& COMPANY, have been amalgamated
and in the future, business will be
carried on by THOS. W. SIMMONS
& COMPANY, LIMITED.
Hongkong, March 12, 1921.

VICTORIA RECREATION CLUB.

VICTORIA REGATTA
to be held at
Black Boulder Point, Kowloon Bay
on
SATURDAY, the 26th and MONDAY,
the 28th March, 1921.

THE following events are open to the
Colony:—

Challenge Cup Race—For Four,
limited to residents of the Colony, each
crew to be drawn from a single unit,
e.g. a Regiment, a Ship, a Corps, a
Firm, or any other body of gentlemen
working together at the same profession
or calling. A Club is not included in
the definition. If any of the Units
cannot provide a complete crew, a
combination of two similar Units can be
made—Distance, 1 mile.

Entrance Fee, \$5.00.

Motor Boat Race—Open to any
private owned Motor Boat in China.
Boats to be handicapped on estimated
speed per hour from particulars entered
on entry form. Triangle Course, 5
miles.

Entrance Fee, \$10.00, to accompany
entry form.

Entries Close to the Hon. Secretary
on the 12th inst.

Entry forms can be had on applica-
tion.

R. C. WITCHELL,
Hon. Secretary.

Hongkong, March 6, 1921.

WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Sub-
scription, of a building to be
run on Y.M.C.A. lines, to be called
the WAR MEMORIAL INSTITUTE
and to be managed for the joint use
of the Navy, the Army and Civilian
by a Joint Board of Directors.

A portion of the sum raised will
be devoted to the erection of a
permanent stone memorial which
will be put in hand at an early date.

Lists may be found at—

Messrs. Lane Crawford.

Kelly & Walsh.

Moutrie.

Wm. Powell, Ltd.

The Hongkong Club.

Hongkong Cricket Club.

Club Lusitano.

Engineers' Institute.

Victoria Recreation Club.

Kowloon Cricket Club.

Kowloon Bowling Club.

Peak Club.

Club de Recoire.

Craigiegorrie Club.

M. J. BREEN,
Hon. Secretary.

War Memorial Committee.



Pain's Enemy

SLOAN'S Liniment is pro-
claimed the world over as
being Pain's greatest enemy.
Multitudes of people use and
recommend it.

Rheumatic aches and pains
instantly obey its command
and disappear.

It penetrates right to the
source spot. No need of rubbing.
It does its work thoroughly.
Give it a trial.

One bottle will convince you.
At all druggists and dealers.

SLOAN'S
LINIMENT

SOLE AGENTS:
MULLER & PHIPPS (ASIA) LTD.
HONGKONG.

TRADE DEPRESSION.

(Continued from page 2)

The date which forms the dividing
line between an epoch of approxi-
mate fixity in the relative value of
gold and silver and one of marked
instability is the year when the
bimetallic system which had pre-
viously been in force in the Latin
Union ceased to be in full operation;
and we are irresistibly led to the
conclusion that the operation of that
system, established as it was in
countries the population and com-
merce of which were considerable,
exerted a material influence upon the
relative value of the two metals. So
long as that system was in force we
think that, notwithstanding the
chances in the production and use
of the precious metals, it kept the
market price of silver approximately
steady at the ratio fixed by law be-
tween them, namely, 15 to 1.

A WARNING OF THE PAST.

The world has not lacked
warnings of the dangers ahead.
At the First Monetary Con-
ference in Paris in 1878 the late
Lord Goschen, representing our Gov-
ernment, addressed these words to
the assembly. "The general effort
which would be made on every hand
to get rid of the white metal might
occasion the great disasters in the
economic world, and produce a crisis
more disastrous than any within the
memory of man."

In 1893 we had the last of the
International Monetary Conferences
at Brussels. It points a moral for
another League of Nations to-day.
From remote regions of the earth
came delegates who had never seen
a gold coin, and hardly even silver
coin, in their currencies, but who
were quite prepared to tell us how to
secure a lasting "parity" between
the metals. A gentleman from
Guatemala, or was it Honduras,
occupied two hours. My relaxation
during this infliction was in enjoying
the bitter anguish of that illustrious
"gold-bug," Mr. Bertram Currie.
Bored and contemptuous almost to
tears was this oracle of Glyn's Bank.
But another of Britain's representa-
tives was Baron Alfred de Roths-
child; the tradition of that house, so
skilled in exchange, has always
favoured the "Joint Standard" of
France and Calonne. When it had
become evident that the attitude of
"The City" was about to render
the Conference entirely abortive,
"our Mr. Alfred," greatly to the
surprise of his friends, donned the
prophet's garb; he said:

Gentlemen, I need hardly remind
you that the stock of silver in the
world is estimated at some thousands
of millions, and if this conference
breaks up without arriving at definite
results there may be a depreciation
in the value of that commodity
frightful to contemplate, and out of
which a monetary panic might ensue.
The far-reaching effect of which it
is impossible to foretell.

(Continued on Page 7)

Montgomery Ward & Co.

CHICAGO, U.S.A.

CATALOGUE FOR 1921 IS NOW READY

Describing a Complete Line of High
Grade General Merchandise

Auto Accessories
Cream Separators
Electrical Goods
Farm Implements
Hospital Supplies
Household Supplies
Musical Instruments
Sporting Goods
Gas Engines
Dry Goods

Everything for Your Home, School,
Office or Farm.

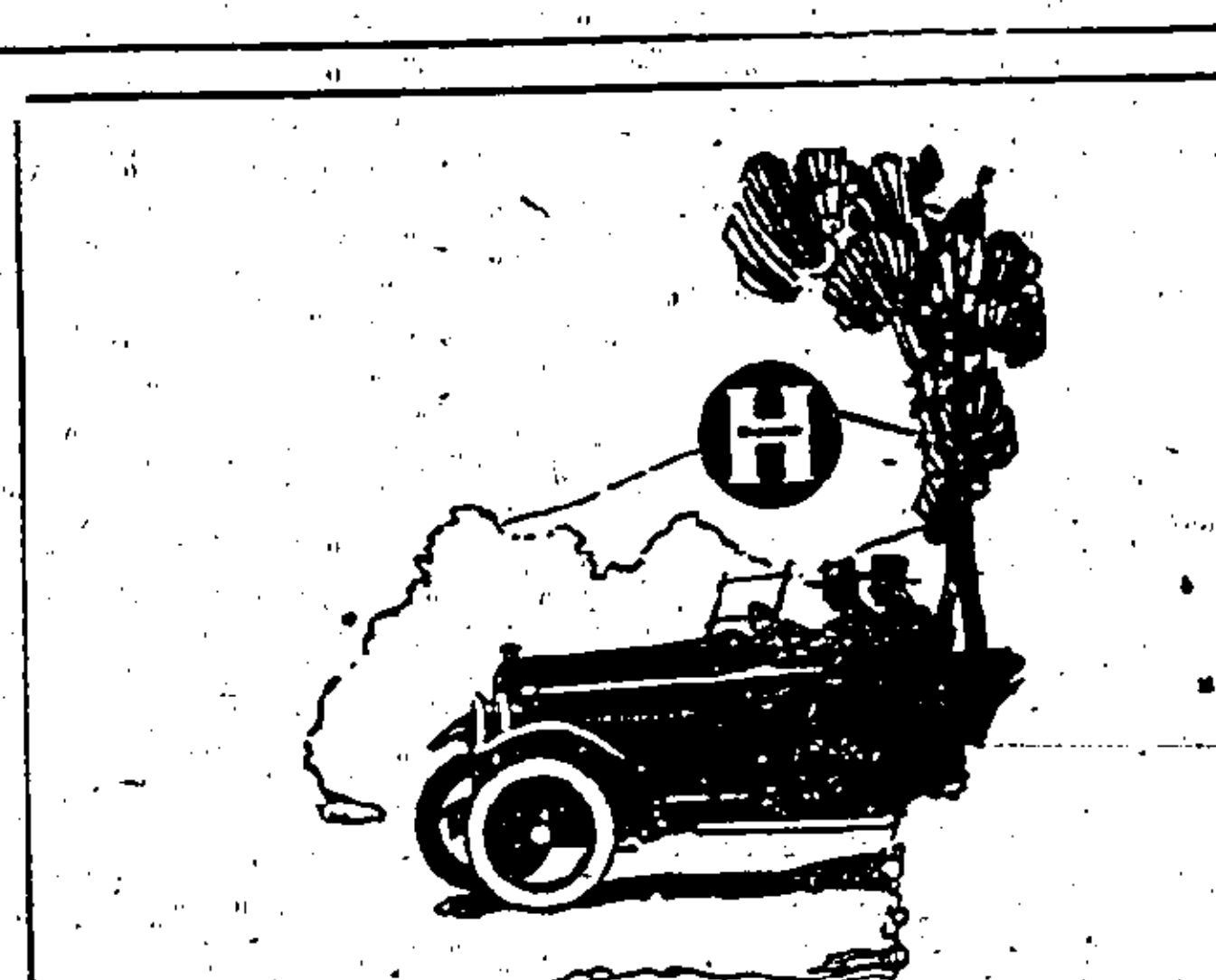
Prices Greatly Reduced

Prices are reduced on nearly
all lines. On many items our
1921 prices are more than 50 per
cent below 1920 catalog prices.
This new book will give you the
lowest prices obtainable on high quality
merchandise and the price cuts are
greatest on actual necessities, such as
dry goods, shoes and clothing.

For Free Copy of Our
1921 Catalog, Address:

Montgomery Ward & Company
National Y. M. C. A. Bldg.
20 Museum Road, Shanghai

We Guarantee Safe Delivery
of All Orders



It is the policy of the makers of the Hupmobile,
always to build a product worthy, in every way,
of the confidence they invite buyers to place in it.

BRIEF SPECIFICATIONS.

Body Type—Five-seater tour-
ing car, two-seater roadster.
Wheelbase—112 inches. (8.54m).
Cylinders—Four, cast in bloc,
removable head 31" bore x
54" stroke. 81 x 104 mm.
Starting and Lighting Electric
—two unit system.
Ignition—High tension Magneto.
Carburettor—Adjustable.

Fuel System—Vacuum feed.
Lubrication—Pressure system
with pump.
Clutch—Dry disc type—7 plates.
Tyres—815 x 104 mm. clincher
or 32" x 4" straight, side.
Demountable rims.
Wheels—Wooden (Artillery type)
Colour—Blue or gray body.

ALEX. ROSS & COMPANY,
HONGKONG, CHINA.

SHANGHAI GARAGE COMPANY,
SHANGHAI, CHINA.

Hupmobile

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

March 15, 1921.

Butcher Meat.		Poultry.	
Seal Steaks—Mal. Leg. Pa.	lb. 10	Chicken—Kai Tai	lb. 14
Prime Out	21	Capons, Small—Sin Kai	32
Corned—Ham Ngau Yuk	20	Capons, Large—Sin Kai	30
Roast—Shile	19	Duck—Ap	32
Roast—Neau Nam	16	Doves—Fan Pan	25
Scap—Tong Yuk	16	Eggs, Hen—Kai Tai (cooking) per doz.	28
Shank—Ngau Yuk Pa	19	Eggs, Hen—Kai Tai (fresh) per doz.	28
Steak Sirloin—Ngau Lau	23	Fowls, Canton—Kai	lb. 40
Sausages—Ngau Cheung	25	Fowls, Balaun—Hot Nam Kai	30
Sallock's Brains—Neau No. 1	10	Geese—Nga	26
Tongue, fresh—Ngau Li	each 60	Pigeons, Canton—Pak Nap	each 35
Tongue, corned—Ham Ngau Li	each 80 cents	Partridges—Che Ka	each 30
Head—Ngau Tan	each 80	Turkeys, Cock—Fo Kai Kung	lb. 70
Heart—Ngau Sam	lb. 13	Turkeys, Hen—Fo Kai Na	lb. 65
Hemp, Salt—Ngau Kie	18	Suise—Sha Tai	each 22
Feet—Ngau Kwak	each 10	Phoasant—Shan Kai	1.10
Kidneys—Ngau Yin	9	Quail—Om Chum	24
Liver—Ngau Kie	18	Partridges—Che Ka	75
Trip (audressed), Ngau To	lb. 5		
Salmon Head and Feet—Ngau-bat	each 1.00		
Mutton Chop—Yeung Pui Kwai	lb. 32		
Leg—Yeung Pui	32		
Shoulder—Yeung Shan	25		
Saddle—Yeung On Tak	22		
Pig's Chinkings—On Chong	25		
Brains—Chu No	per sec 2		
Feet—Chu Kiek	lb. 15		
Fry—Chu Chap	18		
Head—Chu Tai	15		
Heart—Chu Sam	each 10		
Kidneys—Chu Yin	each 10		
Liver—Chu Kon	lb. 32		
Pork Chop—Chu Pui Kwai	25		
Leg—Chu Pui	30		
Loins—Chu Hau Tan	24		
Yan or Lamb—Chu Yan	23		
Sheep's Head and Feet—Yeung	70		
Tao-Kuei	each 10		
Heart—Yeung Sam	each 12		
Kidneys—Yeung Yin	each 12		
Liver—Yeung Kon	lb. 32		
Sacking Pigs, to order—Chu Tai	24		
Seal, Boof—Shang Ngau Yuk	19		
Mutton—Shang Yeung Yuk	32		
Veal—Ngau Tai Yuk	20		
Sausages—Ngau Tui Cheung	No. 1 lb. 26		
Fruits.		Vegetables, &c.	
Almonds—Heng Yan	lb. 40	Artichokes—Ah Chi Chek	5
Apples, (California)—Kam Shan	Ping Fo 30	Beans, Sprout—Nga Tau	lb. 2
Bananas, (birds), Meeo—Sang	Heng Chiu 4	Long—Tau Kok	2
Carambola—Yeung To	each 12	Beet Root—Hung Tui Tau	2
Cocoanuts—Ye Tau	each 12	Bitter Squash—Fu Kwa	5
Lemons, China—Ling Mung	lb. 8	Brinjals, Green—Ching Yum Kwa	5
Lemons, (America)—Kam Shan	Line Mung, each 10	Red—Hung Kuei	5
Lichees, Dried, (small stone)	Lai Chi Kon lb. 20	Cabbage Chinese, (common)	5
Oranges, (Canton), Sweet	8	Kai Tai	8
Shan-sheng Tim Chang	12	(Shanghai)—Ye Tai	10
Oranges, Tim Chang	12	Cashew Nuts, bunch—Kam Shan	12

BURNETT'S
CELEBRATED

LONDON

GIN.

DRY & OLD TOM.

Price per case of 1 dozen \$29.00

including duty.

Sole Agents and Importers.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Phone 616.

Wm. **Powell** Ltd.
TELEPHONE 346

WHITE FOOTWEAR

OUR SEASON'S SHIPMENT
HAS JUST ARRIVED.EXCELLENT SHAPES
AND
ATTRACTIVE STYLES.

CANVAS

SUEDE

BUCK.

CAR OWNERS.

Prolong the life of your Car by keeping it in condition. Inspection monthly by an Expert Motor Engineer will cut your Repair Bill down and save you Expense, Time, Trouble and Annoyance.

For particulars apply to

E. MOW FUNG,

F. W. D. Automotive Service Department,
80, Des Vaux Road Central.

BIRTHS.

FOWLER.—On March 7, 1921, at Shanghai, to Mr. and Mrs. Percy Fowler, a son.

BERENTS.—On March 8, 1921, at Shanghai, to Mr. and Mrs. H. Berents, a son.

WEDDING.

LAW.—On Wednesday, March 9, 1921, at Shanghai, Ian Sandeman Law, second son of the late William Law, of Colombo, and Mrs. Law, of Woking, Surrey, to Constance Nellie, eldest daughter of Mr. and Mrs. James Tippin, of No. 73, Avenue Road, Shanghai.

DEATHS.

LAW.—On March 8, 1921, at the Naval Hospital, Weihaiwei, William Mowat, second son of Mr. and Mrs. W. M. Law, aged 12 years.

REMEDIOS.—On March 7, 1921, at Shanghai, Guilherme, aged four and a half months, infant son of Mr. and Mrs. J. M. B. dos Remedios.

LICHINSKY.—On March 7, 1921, at Shanghai, Rebecca, dearly beloved wife of David Lichinsky.

REUS.—On March 8, 1921, at Shanghai, Jacoba Hendrika, the only child of J. H. de Reus, Consul-General for the Netherlands, in the age of 12 years.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

TUESDAY, MARCH 15, 1921.

PILFERED CARGOES.

There is much talk of pilfering on ships and trains. The Times has published a letter from Lord Inchcape in which that great ship

negligible. Honesty is not natural, but it can become the habit which is proverbially "second nature." Interrupt the habit, and you have atavism. Old soldiers joke about the shifts and expedients of trench life, where men took according to their needs, rather than according to their legal titles. The casting off of civilian habits meant the shedding simultaneously of the civilian code. We heard much, at one time, of the lowered sexual morality that war made. We now learn that it meant a slackening of the habitual recognition of meum et tuum. The Manchester Guardian has phrased it in plain words, noting "this unprecedented wide post-war failure of the good English habit of not stealing." "If you miss something," said the Sergeant, "don't worry about it; take one from somebody else." The practical wisdom of the trenches was absorbed, and now survives as the impractical wisdom of the piller. Let there be no impulsive and heated disclaimer here, no reproach that we label the ex-soldier. In discussing an epidemic, we do not say all are sick. We do not say that spiritually all ex-soldiers are worse men. We regard even those affected rather as the Artful Dodger, than as Bill Sykes. The post-war piller is only being what war taught him to be, a picker up of unconsidered trifles; but the value of these trifles, estimated Lord Inchcape, is three and a half millions sterling a year. Let the pilfering classes now learn the lesson. They have regarded war as useful things to keep the proletariat quiet. "Peace hath its victories no less renowned," and one of its victories, less renowned among them than it should be, is the social rectitude and honesty which war disturbs and destroys.

LOCAL AND GENERAL.

A meeting of the Hongkong Sanitary Board was arranged for this afternoon, at 4.15.

The attention of past pupils of Queen's College is directed to an advertisement appearing elsewhere in this issue.

Sergeant Swan, the popular Police gook, returned to the Colony from leave by the s.s. "Montague" yesterday, looking very fit. He is accompanied by Mrs. Swan.

Mr. George Gray, the Australian Billiards Champion, played an exhibition game at the Peking Club last week, meeting Mr. Langley of Tientsin. Mr. Gray conceding 300 points in 700.

The "at home" and Conference of the Bishop of Victoria and the Rev. H. Cooley Moyle arranged for Tuesday, March 15, at 4.30, will be held at the City Hall and not at the Cathedral Hall as originally planned.

General Bramwell Booth, Commander of the Salvation Army, who is expected in Japan in the autumn, is at present in the United States conducting special campaigns. He is to go into Western Canada before sailing for the Far East.

A very pretty wedding took place last week at Holy Trinity Cathedral, Shanghai, the contracting parties being Mr. Ian Sandeman Law of the Hongkong and Shanghai Bank and Miss Constance Nellie Tippin, eldest daughter of Mr. and Mrs. James Tippin, of Shanghai.

The first Gymkhana meeting of the season is to be held under the auspices of the Hongkong Jockey Club, is announced to take place on April 2. The programme contains seven events, i.e. Half-mile race, Gymkhana Stakes (Class Handicap A and B), Bending race (in heats), One-mile race, and One-and-a-quarter mile race (handicap). The prize money has been raised, and the value of the Gymkhana Stakes Cup is \$500, second prize \$200, and third prize \$100. The prizes for the last race on the programme are \$300, \$150 and \$75. In the other races the first prize is \$250, second \$100 and third \$75.

This morning it was announced at the Magistracy that the case of Jorgensen the German who was last week remanded by Magistrate Orme on a charge of threatening to assault Captain Mercer of the s.s. "Gujarat" on which he was travelling from Vladivostok to Trieste had been settled, arrangements having been made by the owners of the "Gujarat" to ship the prisoner to Shanghai by another steamer. In the meantime he will be up at the expense of the shipping company concerned. The prisoner, it will be remembered, questioned the authority of Captain Mercer when demonstrated with for dining in the first class saloon while holding a third class ticket. He asserted that he was a member of the German Foreign Office and would do what he liked on board the ship which was chartered by the German Red Cross at Vladivostok, and among other unpleasant things is alleged to have said to the Captain: "I'll do for you when we get to Sahang."

SPECIAL CABLES.

SHANGHAI'S BIG FIRE.

BUILDINGS WERE SKELETONS.

EFFECTS ON INSURANCE RATES.

[China Mail Special.]

SHANGHAI, March 15. Friday's big fire is still smouldering. Salvage work is progressing. The buildings are mere skeletons. Insurance rates are expected to rise appreciably in consequence of the fire.

RUSSIAN GRAND OPERA.

FAR EASTERN SEASON.

COMPANY COMING HERE.

[China Mail Special.]

SHANGHAI, March 15. Thirty members of the Russian Grand Opera Company who arrived at Shanghai are leaving shortly for Hongkong to join the others preparatory to commencing an opera season in the Far East.

AVIATION IN CHINA.

PEKING TO SHANGHAI.

OPENING OF SERVICE POSTPONED.

[China Mail Special.]

SHANGHAI, March 15. The opening of the Peking and Shanghai air service has been postponed until July 1 owing to delay in the construction of the Shanghai aerodrome.

ALLEGED FALSE PRETENCES.

CHINESE YOUTH CHARGED.

RECEIPT FOR \$5,000 QUESTIONED.

Before Magistrate Lindsell, at the Magistracy yesterday afternoon, Mr. D. H. Blake mentioned a case in which a Chinese youth named Sham Lai-sang was charged with (1) uttering a receipt with intent to defraud; and (2) with attempting to obtain by false pretences the sum of \$4,659. With regard to the first charge, the document in question purported to be a receipt by the Holland-Pacific Trading Co., for the sum of \$5,000 deposited for goods. In the other instance, the fraud was alleged to have been attempted on Mr. Jan Hendrik van Gelfen Lohrs of the Holland-Pacific Trading Co. Counsel said that a remand was necessary until to-day for him to prepare the case for the prosecution. Mr. A. H. Crew, who appeared for the defence, said that he had no objection to a remand, but he would like the Magistrate to take evidence as to the defendant's character from a witness who was about to proceed to sea.

This application was granted, and Mr. E. R. M. Merrett, second officer of the s.s. "Yatsing" was called. He stated that about two years ago he was third officer of the s.s. "Kwaikang." During the whole of the time the defendant was third commander on the "Kwaikang," he had given every satisfaction. He left of his own accord.

The Magistrate remanded the defendant until this afternoon when the case will be opened by the prosecution.

CHINESE Y.M.C.A.

ANNUAL REPORT.

The annual membership campaign of the Hongkong Chinese Y.M.C.A. closed last Saturday evening, with very satisfactory results. During the two weeks canvass for funds for the current expenses of the Association, more than \$29,000 was received, which is \$5,000 more than was collected in last year's campaign.

The following figures taken from the annual report for 1920 show something of the work done by the Association here. The membership on 31st December was 3,157. Since then it has increased to over 3,300, about 700 more than at this time last year. The enrolment in educational classes is 225. At religious meetings conducted or assisted by the Association there was an aggregate attendance of 86,679. The Association's gymnasium classes had an aggregate attendance of 72,406, and its social gatherings 23,502. In the Association's restaurant 63,875 meals were served. The total receipts for 1920 amounted to \$55,659.30, and the expenditure \$50,017.27.

IMPRESSIVE FUNERAL.

LATE MR. E. J. NORONHA.

MESSAGE OF CONDOLENCE FROM GOVERNOR AND LADY STUBBS.

Eloquent testimony, if such were needed, of the esteem in which the late Mr. Eduardo Jose Noronha, managing partner of the well-known firm of Government and public printers and publishers, was held by the people of Hongkong was amply given at Happy Valley last evening when a large gathering of members of every section of the community assembled at the Roman Catholic Cemetery to pay their last respects to the deceased.

Many were the messages of condolence received by his bereaved wife and family, including those from a large number of Government employees among whom the deceased enjoyed great popularity. Included among these expressions of sympathy were those from H.E. the Governor and Lady Stubbs, and H.E. the Governor of Macao and Lady Correa da Silva (by cable). In their messages, Sir Reginald and Lady Stubbs, said they "felt that by the death of Mr. Noronha, not only the Portuguese community but the Colony at large suffers a great loss."

Members of the Portuguese community attended in large numbers to pay their last tribute to the memory of a true friend and a valuable fellow citizen. St. Joseph's College, where the deceased received his earlier education, and in whose welfare he had never ceased to take keen interest, was strongly represented, among those present being Rev. Bro. Martini (Acting Director), and Rev. Bros. Alphonsus, Cairman and Richard. The boys of the College lined both sides of Woongneichong Road from the Monument to the gates of the cemetery, while the Boy Scouts of the College, in full uniform, carried wreaths. The girls of the Italian and French Convents, in which institutions the deceased also took a keen interest, also attended in numbers and lined both sides of the path within the cemetery from the gates to the Mortuary Chapel.

The coffin left St. Paul's Hospital at 5.15 and was conveyed by hearse to its last resting place. The chief mourners were the deceased's four sons, Mr. J. M. Noronha, (brother), Mr. J. M. de Castro (brother), Mr. J. M. A. Noronha (father-in-law), Messrs. P. A. Yvanovich, G. A. Yvanovich, Jr., V. A. Yvanovich, J. A. Yvanovich, and following them were Messrs. S. B. McDermott and W. G. FitzGibbon (representing the Government), Mr. C. de Albuquerque e Castro, Portuguese Consul (who represented His Excellency the Governor of Macao) Messrs. B. L. Frost, W. Jackson, Lt. Col. Bowen, Capt. Wheeler, Messrs. L. A. Barton, G. H. May, A. H. Silva, C. J. Rowe, A. Morton, Teesdale Mackintosh, J. P. Braga, C. Assumpcao, D. Souza, C. Brito, J. Osmund, Choy Po Sien, G. P. de Martin, T. W. Robertson, R. Packham, A. A. Botelho, D. O. de Silva, J. M. S. Silva, J. A. Barradas, P. M. N. de Silva, R. H. Kotewall, G. Curry, E. V. M. R. de Sousa, F. M. L. Soares, A. Fothergill, H. A. Lammeret, C. H. Lyson, H. Taylor, C. D. da Roza, F. Ellis, M. L. P. Botelho, A. F. B. Silva-Netto, A. Soares, C. F. de Gracia, C. A. da Roza, F. de Gracia, Dr. Carvalho and many others.

There were also present members of the Committee of St. Joseph's College Old Boys' Association, of which the deceased was one of the original members and also a member of the Committee since its inception, representatives of the Portuguese Mutual Aid Association and the Portuguese Clubs.

The procession halted at the gate of the cemetery where the coffin was transferred to the shoulders of Messrs. A. Machado, Ribeiro, J. Brito, M. A. Simoes, J. Lopes, P. Yvanovich, J. Yvanovich and V. Yvanovich, who carried it to the Chapel and afterwards to the grave.

His Lordship Bishop Pozzoni, assisted by Rev. Fr. Robert, of the French Mission, Fr. Norval, of the Spanish Procuration, Fr. G. M. Spada, and the seminarians under Fr. D. Page, performed the service at the Chapel and that at the graveside.

Among the many beautiful wreaths placed on the grave were those from the following:

Sua Esposa e Filhos, Guilherme e Francisca, Jorge e Casimira, Joe e Leonor, Chiquita, Jorge e Lily, Bebe e Augusta, Augusto e Nini, Jojo e Amalia, Piro e Palmira, Eby e Iza, Menny e Lala, Vicente e Poreza and Evaristo e Betty (deceased's relatives).

His Excellency the Governor and Lady Stubbs, His Excellency the Governor of Macao and Lady Correa da Silva, A. F. B. Silva-Netto, F. Roza Pereira, Angelina Roza Pereira, The University of Hongkong, Sir Robert Ho Tung, Chung Hing, E. Cordeiro, Little Adams and Wood, C. F. Mason, F. X. d'Almada e Castro, L. Corveth, The Committee, "The Rock," The Staff, J. P. Braga's Printing Office, C. d'Assumpcao, Members of the Juvenile Society, J. P. Braga and family, Misses Monteiro and family, Misses Pereira, Miss Sara Brito, Mr. and Mrs. E. J. Figueiredo and family, Madame Correira d'Albuquerque, Mons. d'Albuquerque e

MOTOR PROSECUTIONS.

DRIVER'S MISTAKE.

COLLISION WITH TRAM CAR.

At the Magistracy this morning, Mr. C. C. Hickling was charged before Magistrate Lindsell with having, without a permit, driven motor cycle No. 24 along Broadwood Road, the same being closed for motor traffic.

The defendant pleaded "guilty" and said that the whole matter was the result of an oversight on his part. Since the summons had been served on him, he had applied for and obtained a permit. The Magistrate imposed the nominal fine of \$5.

The driver of motor car No. 312, owned by the Mercury Garage, was next charged with reckless driving in Praya East.

He pleaded "guilty." Traffic Inspector Garrod said that about 3.45 on the afternoon of March 7, the defendant was driving the car along the Praya when he attempted to pass on the left of a tram car through a narrow space between the car and a truck going in the same direction. The defendant found out his mistake too late, and in swerving to avoid the truck collided with the tram car, causing damage to the extent of \$125, which the Tramway Co. now claimed.

The Magistrate imposed a fine of \$10 and made an order for the Tramway Co. to collect the amount of damages claimed from the Mercury Garage.

Castro, Mr and Mrs H. M. Basto, Miss B. da Roza, Members of the Kowloon Residents' Association, Mr. and Mrs. W. Jackson, Mr. P. Xavier, Belle, Hugo and family, Kwan Wai Hon, Mr. Ho Fook, Composing Staff of Noronha and Co., Printing Staff of Noronha and Co., Office Staff of Noronha and Co., Mr and Mrs H. F. Rozario, Mr. P. Rozario and family, Mr. J. J. Basto, Mr. R. A. Basto, Ignas Carvalho Silva, J. M. V. de Figueiredo, Mr. and Mrs. R. H. Kotewall, Juliana F. Gomez, J. M. Rocha, Mr and Mrs J. C. Barretto, S. M. Churn, Mr and Mrs A. D. Barretto, F. M. Monteiro, Mr and Mrs S. A. Lopes, Mr and Mrs L. E. Guterres, A. P. Guterres, Hon. Mr. Lau Chu Pak, Lau in Chung, Mr and Mrs P. V. Botelho, The Sincere Co., Ltd., J. M. Xavier, Dr. A. A. Carvalho, Mr and Mrs E. A. Carvalho, Mrs Leiria, Mr and Mrs Nolasco da Silva, Mr and Mrs F. M. Garcia, Mr and Mrs E. M. Xavier, H. S. dos Remedios, Edw. Ezra, Mr and Mrs F. F. Carr, Liba, Mr and Mrs V. Goncalves, H. Hyndman, Jr. and family, Mrs. Melania Botelho, Mr and Mrs O. D. Barret, Mr and Mrs C. P. Carvalho, Miss Edith Carvalho, Jorge de Britto, Miss M. E. Britto, A. A. Cordeiro, Mr and Mrs Arthur Lopes, Mr W. R. Katow, Camilla Ladie and Maria Rand, Sarah Botelho, Luiz R. Gomes, J. J. Gomes, Mr and Mrs J. D. Osmund, Mr Choa Po Sien, Catholic Union Club, Mr and Mrs J. T. d'Almada e Castro, Mr and Mrs F. X. Soares, Mr and Mrs J. A. C. V. Ribeiro, Mr and Mrs J. C. V. Ribeiro, Mr and Mrs C. M. C. V. Ribeiro, Mr and Mrs G. Silva, Mr and Mrs L. G. Xavier, Oscar Oliveira, F. X. V. Ribeiro, Mr. Alfonso Remedios, Pestonjee, Mr and Mrs D. E. Sousa, F. A. Maelindo, Mr and Mrs E. Danenberg, Mr and Mrs J. M. Silva, Mr and Mrs M. A. Sousa, Mr and Mrs H. A. Hyndman, A. J. C. Rocha, P. F. V. Ribeiro, Mr and Mrs J. M. Green, Mr and Mrs Delano Lopes, Maria Soares, C. E. dos Remedios, J. M. Alves, Carmen Carvalho, Club Lusitano, E. R. Hyndman, Joao J. Gomes, M. A. Simoes, M. N. Bux, Union Insurance Society of Canton, J. M. Almada Remedios, Club de Recreio A. M. Larcina, St. Joseph's Troop of B. P. Scouts, A. M. Silva, Hongkong Printing Press, C. A. Lopes, Angelina Basto e Filhos, Ignas Carvalho e Filhos, J. M. Lopes, Mr. and Mrs. Soares, F. M. L. Soares, Mr and Mrs. Alvares, Manager and Staff, Kowloon Canton Railway, E. Abraham, "South China Morning Post," "Hongkong Telegraph," E. E. Ellis, A. S. Ellis, Mr and Mrs B. L. Frost, C. A. da Roza, H. Percy Smith, W. Logan, H. C. Best, F. C. Jenkin, J. Carneiro e Esposa, Hon. Dr. Claud Severn, C. J. Roe, Government of Hongkong, Julio Ribeiro, Max Remedios, J. A. V. Ribeiro, Associao Portuguesa de Socorro Mutuo, W. G. Fitz Gibbon, Mr and Mrs E. P. O'Sullivan, H. A. Nisbet, Lowe, Bingham and Matthews, Mr and Mrs A. E. da Silva, A. G. Abbas, C. P. Pinto, Dr. M. Vieira, S. A. Ramjahn, Wing Fat Kwong, Mr and Mrs E. D. Roza, Henrietta Noronha, A. L. Ayra, Capt. Wheeler, C. D. Melbourne, Mr and Mrs J. H. Kemp, Mr and Mrs G. Banker and family, V. Concelicao, F. Prata, G. V. Osmund, L. B. Xavier, H. J. Prata, F. L. Carvalho and family.

The Portuguese Consul received a telegram from the Governor of Macao asking him to represent His Excellency at the funeral.

The following message was received from the Governor of Macao last night—

Macao, March 14.

The Committee, Club de Recreio, Kowloon.

To the Committee and the members I offer my sincere sympathy.

(Sdg.) Correa da Silva.

CLAIM AGAINST SHIP.

ALLEGED WRONGFUL DISCHARGE.

COURT ACTION BY CHINESE CREW.

An interesting claim for wages in which a Chinese crew engaged in New York at American rates complain that they were discharged in Hongkong (under an agreement securing their discharge in New York) to make room for cheap local labour, was commenced before the acting Chief Justice, Mr. H. H. J. Gompertz in the Supreme Court this morning when Chin Ah Fook, a boatswain and twelve other members of the crew of the British steamer "Sequoia" sued the Standard Transportation Company of Hongkong, a subsidiary company of the Standard Oil Company of New York.

The plaintiffs were represented by Mr. C. G. Alabaster, instructed by Mr. W. B. Hild, of Messrs. G. K. Hall Brutton and Co., and the defendants by Mr. H. E. Pollock, K.C., and Mr. F. C. Jenkin, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist.

Mr. Alabaster said that the facts briefly were as follows. In August or September of 1919 the "Sequoia," which had left Hongkong in the previous June, was in New York short of a crew. It was not unusual when ships with Chinese engaged in Hongkong got to American ports for the crew to desert for other ships on which American rates of wages were paid. Accordingly at the beginning of September the captain undertook to engage the plaintiffs and others and the terms of their agreement were arranged by George Wong as agents for the plaintiffs. The terms having been agreed to between the parties a memorandum in writing was made signed by the captain. It took the form of a letter in which the captain undertook to engage 22 men on a voyage from New York to the Orient, there to and fro, for a period not exceeding 8 months at American rates of wages. . . . It was also agreed that the crew should be paid the American rate of 60 cents an hour for overtime. The letter was signed W. J. Phillips, Master, and was duly stamped. The steamer left New York and proceeded to Colombo, Cakutta, Rangoon, and Hongkong. Here, of course, it was possible to get people at lower rates of wages. The defendants—either the captain or the agents—therefore tried to pay off the crew in Hongkong. The thirteen plaintiffs, however, refused to sign off or to take their wages.

Mr. Pollock: The suggestion was not made to the captain under cross-examination that he tried to play a trick on the crew.

Mr. Alabaster: I did not see it in the sense of a trick.

Mr. Alabaster continued that the defendants found themselves in a position—perhaps they considered themselves right—where they could easily get a crew at very much lower rates of wages—\$22 Mex. instead of \$85 Gold. Under the agreement 22 men were engaged. One of them died on the voyage. It was arranged that the balance of his wages should be settled in New York. Another man, the carpenter, agreed to be paid off in Hongkong. No doubt that suited him. The plaintiffs, however, objected.

After putting in correspondence indicating the issues, Mr. Alabaster said that the only point was the right of discharge in Hongkong on the first arrival of the ship here. Plaintiffs claimed that they were engaged under the letter signed by the captain which entitled them to American wages and discharge on return of the ship to New York. The defence on the other hand claimed that the plaintiffs were engaged under the ship's articles which they subsequently signed and that under the ship's articles the plaintiffs could be discharged in Hongkong. Counsel contended that if his clients signed any subsequent agreement they did so ignorant of the fact that it varied the previous agreement. Counsel also claimed that the whole of the ship's articles had not been read to his clients.

Evidence, interrupted by much legal argument, was then taken.

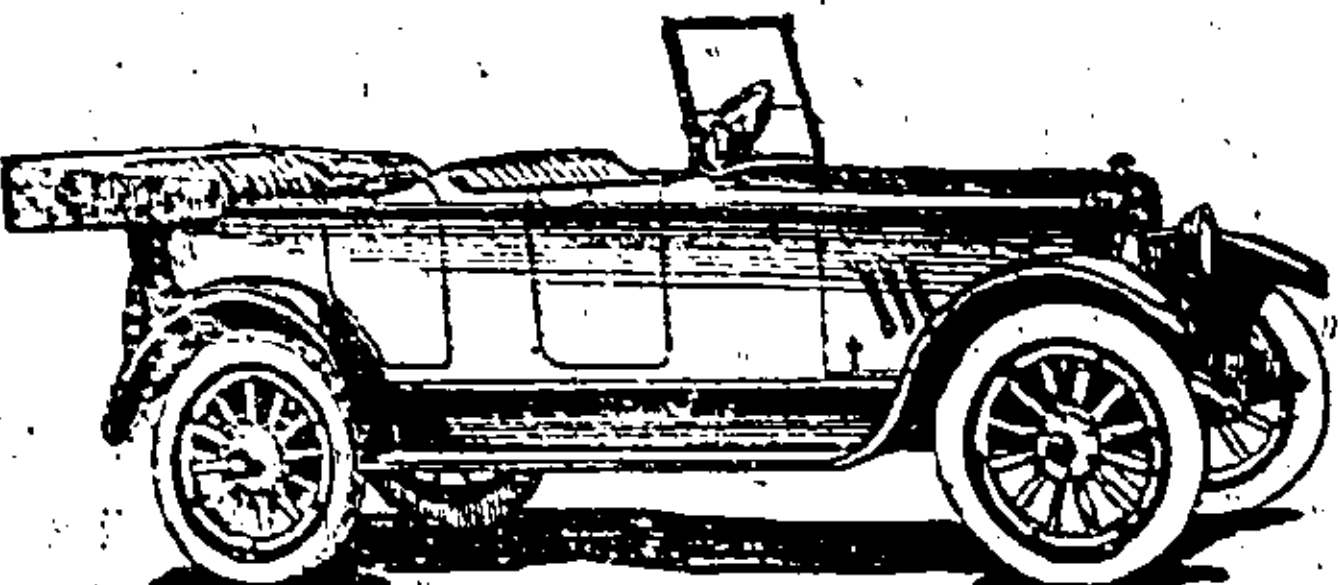
The Warrior's Day Dance on Thursday night, March 17, to aid Earl Hair's Fund, which is being given by Mrs. Harry Woods and her daughters at the City Hall should prove a very attractive function.

Many generous donations have been sent in for this great cause, and the refreshments have been donated by the leading firms. The Misses Woods will sing during some of the dances, and also contribute two songs, and Paul Ruben's Patriotic song "England" the chorus of which will be found at the back of the "Place Programme," which will be sold in aid of this cause from ten cents and upwards. Patrons are requested to present tickets at the door.

CABLE ADDRESS
"MERCURY" HONGKONG.
CABLE CODE
A.B.C. 175 EDITION
WESTERN UNION
REUTERS
F. E. YOUNG
MANAGER

MERCURY MOTOR CAR CO.
152-51 Des Voeux Road Central,
HONGKONG.

TELEPHONES
GENERAL OFFICE 1364
MAIN BRANCH 877
SHOW ROOM
HARDWAY BUILDING 1381
FRANCIS
WEST PAINT BRANCH 1345
WORK SHOP 1338



TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

REPARATIONS BILL.

STRONG CRITICISM IN PARLIAMENT.

LONDON, March 14.

Criticisms in certain sections of the Press and other quarters, as regards the soundness of the Allied commercial sanctions, were echoed in the House of Commons debate on the reparations recovery bill. Labourites and Liberals especially condemned the measure on the ground that it would increase the cost of living in Britain and injure our export trade. Moreover, the yield would be incommensurate with the dangers and difficulties entailed. Lloyd George replied that if Germany honoured the Allied receipts which would be given to the German sellers against half the purchase price of goods exported, the bill would work smoothly but in the event of her refusal the bill would operate as a penalty, excluding German goods from Britain.

STRONG PRESS DENUNCIATION.

LONDON, March 14.

The British business view of the economic sanction against Germany is the theme of a special Times article which declares that the scheme of applying part of the purchase price of imports from Germany towards the discharge of her liabilities thrusts a stick into the complicated mechanism of commerce. Manufacturers, warehousemen, merchants, banks, accepting houses, and bill brokers are eyeing it askance. They opine that the scheme at its worst may result in a total cessation of German imports, and at its best may so hamper imports that they will be appreciably reduced in volume and raised in price.

THE HAPPY ENTENTE.

FRENCH PRAISE FOR LLOYD GEORGE.

PARIS, March 12.

The French premier, who arrived this evening from London, expressed his extreme satisfaction at the results of the Conference, also with the utmost cordiality of the reception he met with everywhere. M. Briand stated his absolute conviction that France-British solidarity is more than ever necessary, a fact which is the keystone of his whole policy, and which Britain understands quite well too. Upon leaving London he gave an interview to a representative of the French local Press, in which he laid stress on the atmosphere of mutual confidence which permeated the Conference, owing, he said, to Lloyd George's prudence and moderation. Briand, concluding, said: "I know no other statesman who possesses such keen political sense."

GERMAN MERCANTILE MARINE.

TO BE RESTORED WITH GOVERNMENT HELP.

BERLIN, March 14.

The Reichstag has ratified an agreement between the Government and the shipowners sanctioning a total grant of twelve milliards of marks for reconstruction of the mercantile marine. The shipowners pledge themselves to build at least one third of their former tonnage within a decade. Eight milliards of the sum have already been handed over.

FACTS OR FRENCH WISHES?

A "WAIT AND SEE" REPORT.

PARIS, March 14.

Official advices from Constantinople record that the insurrectionary movement in the Caucasus is gaining ground. The Don Cossacks have revolted en masse. General Budienny has informed the Soviets that he is unable to lend assistance against the rebels because the majority of his regiments are themselves composed of Cossacks.

U. S. A. IN PACIFIC.

NAVAL ARRANGEMENTS.

WASHINGTON, March 14.

Mr. Denby has declined to deny the reports that the navy administration contemplates a concentration of the entire fleet in the Pacific and the creation of a huge naval base on Oahu, Hawaii. Apparently the question is still undecided. A special session of Congress is being called for April 11.

GERMAN PROTEST.

INVEIGLING THE L. O. N.

BERLIN, March 14.

The German government has protested to the Council of the L. O. N. against the Paris sanctions.

H.K.V.D.C.

SHOOTING PRIZES.

DISTRIBUTION YESTERDAY.

At the Volunteer Headquarters last evening, an interesting event took place when H.E. the Governor distributed the prizes won by the Corps during the rifle meetings held in January and February last.

The function was presided over by Lieut. Col. L. G. Bird, D.S.O., and H.E. the Governor was supported by H.E. Major-General Sir George M. Kirkpatrick, K.C.B., K.C.S.I., and Commodore Bowden Smith.

The distribution of prizes was preceded by a smoking concert, the following contributing to a very enjoyable programme—Tedo's Jazz Orchestra, Sergeants Woodward and Newton, Q.M.S., W. R. Crew, and Messrs. S. Hamar, T. G. Paterson, Howard Freeborn, E. T. Crocker, V. C. Labrum and F. H. Farthing; Lena and Tedo, and Sergt. Major H. L. Thompson.

Much credit for the success of the evening is due to Gunner C. E. Frith for his work in organising the concert.

PRIZE WINNERS.

The following were the prize winners—

All Comers' Competition. Prizes presented by Mr. A. G. Stephen, 1st Corporal Grimes, H.V.D.C.; 2nd, Pte. F. C. Goodman, H.V.D.C.; 3rd, T. Swan, Talook Dock; 4th, Sergt. Clemow, H.M.S. "Tamar."

Range Prizes. Presented by Hon. J. Johnston and Mr. G. M. Young, 200 yards, A. B. Charlesworth, H.M.S. "Eclair"; 500 yards, C. P. O. Sheard, H.M.S. "Colombo"; 600 yards, Sergt. Booker, H. K. Police.

Blake Shield. Special prize presented by Lieut. Col. L. G. Bird, D.S.O., won by Private Shaw. The winners of the shield were a Mounted Infantry Company team consisting of Sergt. Grimstone, Pte. Shaw, Pte. A. Young, Pte. Fiddes Wilson and Pte. Wilkinson.

Frances Cup. Cups presented by Lieut. Col. L. G. Bird, D.S.O. Winners No 2 Platoon: Sergt. Edmonds, Corporal Grimes, Lance-Corporal Dovey, Pte. G. Wood.

Musketry Competition. 1st prize (presented by Hon. Dr. Claud Severn, C.M.G.), Lance-Corporal J. A. Lyon; 2nd prize, Pte. F. C. Goodman; 3rd prize, Pte. R. J. Goodman.

Musketry Competition. Prize presented by stockbrokers of the Colony won by Gunner N. L. Railton.

Jar Competition. Prizes presented by Mr. H. Humphreys. 1st Team, Ptes. C. Young, D. J. Valentine, R. K. Valentine; 2nd Team, Gunners Frith, Railton, Macdonald; 3rd Team, Ptes. R. J. Goodman, F. C. Goodman and Smyth.

Running Man Competition. 1st prize (presented by Hon. Mr. Holyoak), Lance-Corporal J. A. Lyon; 2nd prize, Lieut. R. M. Smith; 3rd prize, Gunner Macdonald.

Tile Competition. Prizes presented by Sir Paul Chater. 1st Team, Lieut. Hall, Corporal Grimes, Sergt. Edmonds, Lance-Corporal Dovey, and Pte. Wood; 2nd Team, Ptes. F. C. Goodman, R. J. Goodman, J. Smyth, R. K. Valentine and C. Young.

Corps Championship—Winner, Corporal Grimes. Prize (presented by Mr. M. M. Dyer for runner-up) Pte. F. C. Goodman; 2nd prize, Sergt. A. M. Thornhill; 3rd prize, Pte. R. J. Goodman.

Range Prizes—200 yards, Lieut. Dodwell, 500 yards, Gunner C. E. Frith; 600 yards, Pte. D. J. Valentine.

Revolver Competition.—1st prize, "Cutty Sark" Cup, presented by Major (Kewick) Corporal C. A. Grimes; 2nd prize, Sergt. Thornhill; 3rd prize, Major G. F. E. Rapson, D.S.O.

Revolver Competition.—1st prize (presented by Mr. H. W. Bird), C. P. O. Sheard, H.M.S. "Colombo"; 2nd prize Eng. Lt. Comdr. Jackson, H.M.S. "Titania"; 3rd prize, Corporal C. A. Grimes, H.V.D.C.; 4th prize, Mr. Noss, H.M.S. "Hawkins."

Corps Championship, 1918.—Winner, Pte. F. C. Goodman; 1919, Corporal C. A. Grimes. Bellicus Shield of the Hongkong Rifle League.—Won by the Corps.

TO-DAY'S ADVERTISEMENTS.

A CONCERT.

Under the auspices of the St. Andrew's Church Men's Association will be given in the St. Andrew's Church Hall, Kowloon, on WEDNESDAY, 16th March, commencing at 8.45 p.m. at which many well-known local Artists (including the popular and clever LENA & TEDO) will appear.

The public are invited. Admission free.

WANTED.

WANTED.—ONE ROOM FOR OFFICE. TEMPORARILY REQUIRED BY EUROPEAN. POSITION NOT IMPORTANT. APPLY Box 1271, C/O "CHINA MAIL."

TO-DAY'S ADVERTISEMENTS.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, March 22nd, 1921, at 4 o'clock precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purposes—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 15, 1921.

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

THE ANNUAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on WEDNESDAY, March 30th, 1921, at 4 p.m. precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purposes—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 15, 1921.

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS" will commence on MONDAY, April 4th, 1921, if sufficient support be forthcoming.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 15, 1921.

WANTED.

WANTED.—EXPERIENCED CHINESE DISPENSER. Good Salary to right man. Apply Dr. CANNON To, THE PHARMACY.

HONGKONG BOXING ASSOCIATION.

NEXT TOURNAMENT.
MING YUEN GARDENS,
THURSDAY, 24th March.

Main Event
WELTERWEIGHT CHAMPIONSHIP.
"SKY" KERRISON,
(Holder)

SEAMAN CODLINGS.
(Runner up Fleet Championship 1920)

Booking Mottos: MONDAY, 21st Members only (on production current membership card).
TUESDAY TO THURSDAY, 22nd to 24th, General Public.
Special Trains will be run.

GEORGE G. N. TINSON,
Hon. Secretary.
Hongkong, March 15, 1921.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From LEITH MIDDLEBERG, LONDON AND STRAITS.

"BEN" LAWERS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent. All claims against the Steamer must be presented to the Undersigned on or before the 26th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, March 15, 1921.

TO-DAY'S ADVERTISEMENTS.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

President—Sir ROBERT HORRSE, Kt., LL.D.
Vice-presidents—R. E. O. BURN, Esq., M.A.
U. RICHARDS, Esq.
Hon. Secretary—C. G. ANDERSON, Esq.
Hon. Treasurer—J. G. BARNES, Esq.

PAST PUPILS, wishing to become Members of the Association, are requested to communicate with the Hon. Secretary or the Hon. Treasurer, whose address is Union Trading Co., Ltd., Prince's Buildings.

The First Annual Dinner will be held in the College Hall, very shortly, when notice will be given to members.

C. G. ANDERSON,
Hon. Secretary.
Hongkong, March 15, 1921.

HONGKONG JOCKEY CLUB.

THE FIRST GYMHANA is fixed for SATURDAY, April 2nd, 1921. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables. Entries CLOSE WEDNESDAY, 23rd March.

Hongkong, March 15, 1921.

TO LET.

FURNISHED for 6 months, from 1st May, Kellott Lodge, No. 65, The Park; 6 ROOMS, large tennis court and garden. Apply to—LUNSTED & DAVIS, Alexandra Buildings.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

WEDNESDAY, March 16, 1921, at 2.30 p.m.
at No. 16 Godown, of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(FOR ACCOUNT OF THE CONCERNED).
180 Boxes Tinsplates 14" x 18" (more or less damaged by sea-water).
Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, March 15, 1921.

ON **FRIDAY, March 18, 1921,** commencing at 11 a.m.

at their Sales Rooms, Duddell Street, 18 Pees. U.S. Tyres 34 x 4

13 —do— Straight Side. 36 x 4 1/2

15 —do— Straight Side. 765 x 105

4 —do— Straight Side. 31 x 4

3 —do— Beaded Edge. 30 x 3

3 —do— Beaded Edge. 34 x 4

4 Wire Wheels.
Also
A Quantity of Paint, Enamel, Safety Razors, etc.

And
Two Mosler Safes.

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

on **FRIDAY, March 18, 1921,** at 11 a.m.

at their Sales Rooms, Duddell Street, 232 Bags Tapioca Flour.
Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

on **SATURDAY, March 19, 1921,** commencing at 11 a.m.

at their Sales Rooms, Duddell Street. (FOR ACCOUNT OF THE CONCERNED).
93 Bolts Birkmyres Patent Tarpanlin Canvas.
16 Bolts Birkmyres Patent Cloth for Motor Car Covers.
104 Bolts Flax Canvas No. I, II & III.
35 Bolts Woodbury Cotton Canvas No. I, II & III.
5 Bolts Woodbury Cotton Duck 8 oz.

Also
A Quantity of Marine, Houseline and Hambrilline.

On view from Friday, the 18th inst. Terms:—Cash on delivery.

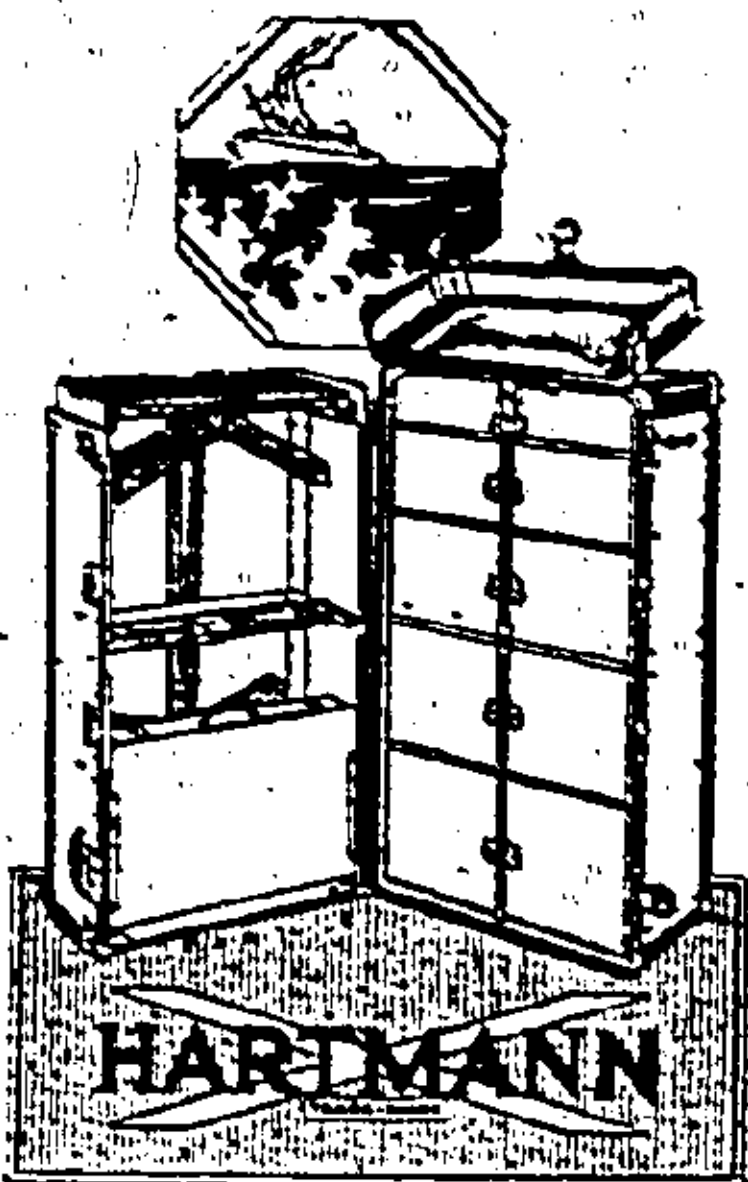
LAMMERT BROS.,
Auctioneers.
Hongkong, March 15, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged, for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

HARTMANN WARDROBE TRUNKS.



There's no Trunk like a Wardrobe and no Wardrobe like a Hartmann.

WE OFFER A CONVINCING DEMONSTRATION WITHOUT OBLIGATION.

Sole Agents:—

LANE, CRAWFORD & CO.

"BABY" GRAND PIANOS

JUST UNPACKED

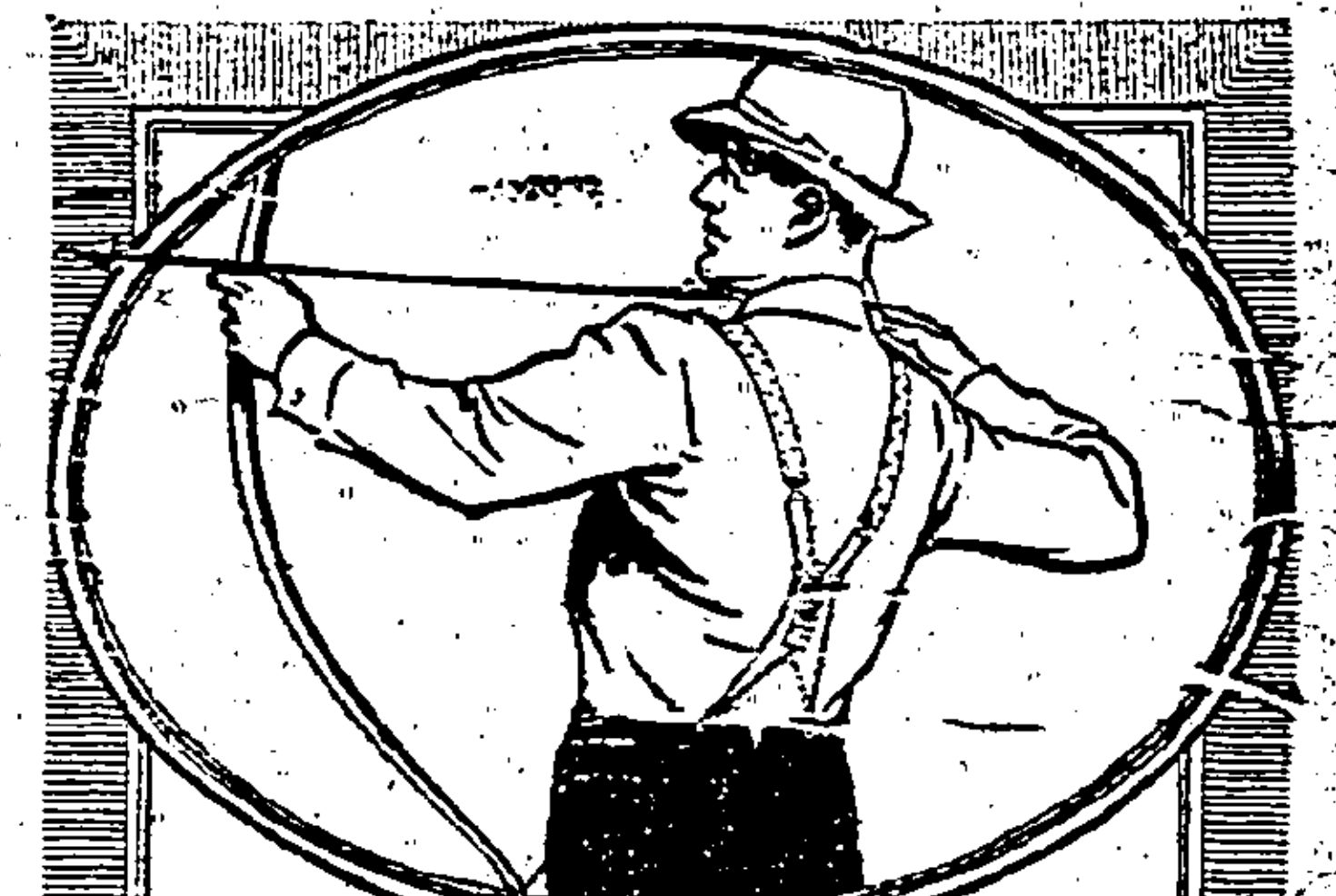
FROM "BROADWOOD" LONDON.

& "CHICKERING" BOSTON.

The finest in the World.

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD. TEL. 1325.



Shirley President Braces Are as Flexible as a Reed

As the bow unto the arrow is, so are SHIRLEY PRESIDENT BRACES to the body. They make for erect, graceful figures, yet give and bend and sway, obeying every demand of the figure in movement without in the least retarding the free, easy action.

SOLD BY GOOD DEALERS EVERYWHERE. Look for the name on the buckles and the printed guarantee label: "SHIRLEY PRESIDENT"

President-Suspender Company
Shirley, Massachusetts, U. S. A.
Established in 1870 Cable Address: President

TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the Anglo-Japanese Exhibition which testifies to its excellency and purity.

Beware of bogus imitations. No TANSAN is genuine unless the label bears the name of **J. OLIFFORD-WILKINSON.**

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

TANSAN raises the spirits and excites sanguine anticipation even as a flagon of wine exhilarated the monks of old.

For the good old time of olden days Would have waived the flagon of wine away And tumbled himself in any man's cup With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

Tel. No. 128. 8, QUEEN'S ROAD, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings: To Macao—daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8 a.m. and 2 p.m. (Sundays at 9 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to
NEW YORK AND/OR BOSTON.
Via Suez or Panama Canal at Owner's Option.

S.S. "EGREMONT CASTLE"Sailing on or about 6th April.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE.

S.S. "TRIESTE"Sailing on or about 26th April.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMS having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

FOR SHANGHAI.

S.S. "TRIESTE"Sailing on or about 26th March.

Passengers' Logbooks can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between:
JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "BORNEO MARU"Sailing on or about 24th March.

FOR JAPAN.

S.S. "MACASSAR MARU"Sailing on or about 25th March.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the INDIA-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SHUNGO MARUMonday, 21st March.

BUENOS AIRES—Riodes Janeiro, Santos, Montevideo, Buenos Aires & Cape Town via Singapore.

SINGAPORE MARUWednesday, 12th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

KASATO MARU (Taking Passengers)Monday, 22nd March.

INDUS MARUTuesday, 23rd March.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

KISEU MARUFriday, 1st April.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service, taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan.

Regular fortnightly service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

ALABAMA MARUTuesday, 15th March.

ARIZONA MARUMonday, 14th April.

NEW YORK & A. Regular Monthly service via Japan ports, San Francisco, Panama and Canal Zone.

One steamer beginning of April.

CELESTES MARUSunday, 3rd April.

Taking cargo to Africa, Panama Zone and Cuba.

JAPAN PORTS—Shanghai, Moji, Kobe and Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAIJO MARUSunday, 20th March.

TAKAO via SWATOW and AMOY.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building, Tel. No. 744 and 745.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

PASSAGERS collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing

Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Telephone Address "COUPON." THOS. COOK & SON, Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Other Offices: LUDGATE CIRCUS, LONDON, E.C.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA"11th April.

Special Sailing for Shanghai.

"HWAH PING"18th March.

For Freight and Passage apply to—
THE CHINA & AUSTRALIA S. S. CO., LTD.

111, Connaught Road Central, Telephone No. 2307.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

SHANGHAISoochowMar. 17, at Noon.
WEIHAIWEI, CHEFOO & TIENSINMar. 17, at 3 p.m.
HOIHOW, PARROT & HAIPHONGMar. 18, at 10 a.m.
SHANGHAI AND TSINGTAOMar. 18, at 10 a.m.
SWATOW & BANGKOKMar. 18, at 10 a.m.
AMOY, SHANGHAI & FUKOWMar. 18, at 10 a.m.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 32.



Operating the following U.S. Shipping Board Steamer

For VICTORIA SEATTLE.

(Calling at Shanghai and Japan Ports.)

"WENATCHEE" passenger and freightMay 14th.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports.)

"WHEATLAND MONTANA" (freight only)About Mar. 27th.

"CROSSEKEYS" (freight only)About April 1st.

FOR MANILA.

"CROSSEKEYS"About April 9th.

FOR PORTLAND direct.

(Calling at Kobe and Yokohama.)

"COAXET" (freight only)About Mar. 21st.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
For NEW YORK and/or BOSTON.
Via Panama

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONE 2478. AGENTS 5th Floor HOTEL MANSIONS.

THE ADMIRAL LINE.

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From:

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.B. STEAMERS

LAKE ONAWAYMarch 12th.

CADARETTAApril 5th.

GLYMONTApril 15th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates. Apply to—

THE ADMIRAL LINE,

5th Floor HOTEL MANSIONS BUILDING.

Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "LAURENCE"Sailing 22nd March. Calls at Boston.

S.S. "KANDAHAR"Sailing 24th April. Calls at Boston.

S.S. "CITY OF DUNKERQUE"Sailing 26th April. Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. BRIBBS & CO., AGENTS.

SHIPPING

C.P.O.S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama.)

STEAMERSFromTo

Empress of JapanMar. 22Apr. 12

Empress of AsiaMar. 23Apr. 13

Empress of RussiaApr. 7May 1

Empress of JapanApr. 23May 16

Empress of AsiaMay 17June 7

Empress of RussiaJune 14July 5

Empress of JapanJune 23July 11

Empress of AsiaJuly 7July 28

Empress of RussiaJuly 21Aug. 8

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing earlier than to depart from the Orient. Trade conditions on the Atlantic are as important as on the Pacific. Atlantic freightage can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. Steamers. Frequent sailings to America via C.P.O.S. Steamers. Frequent sailings to America via C.P.O.S. Steamers.

For latest and other information please apply to—
HONGKONG OFFICE.

Telephone 122. Cable address: "GACANPAC."

CANADIAN PACIFIC OCEAN SERVICES LTD.

CHINA MAIL S.S. Co., LTD.

"INCORPORATED IN U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,900 Tons

SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Mar. 30th April 21st May 18th

SAILING FROM HONGKONG for MANILA

S.S. "NANKING"March 18th

SAILING FROM HONGKONG for SINGAPORE

S.S. "NILE" S.S. "CHINA"

April 3rd April 30th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT.

PRINCE'S BUILDING, ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST, PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 8 to 10 Days)

DEPARTING: HAIKONGCapt. W. C. Passmore. TUESDAY, 15th Mar., at Noon.

HAILONGCapt. W. Cooper. FRIDAY, 18th Mar., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

General Managers.

DOUGLAS LAPRAIK & Co.

AMERICAN & ORIENTAL LINE.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGUA BAY, DURBAN (Gatol), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS SAILING

LONDON, AMSTERDAM, ROTTERDAM AND HAMBURG

Subject to change without notice.

"VIGO"4th April.

Or to BRIBBS & Co., Canton, General Agents.

THE BANK LINE, LTD.

General Agents.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON

FOUNDRIES. All work done to highest standard. We have

over thirty years' experience. We own two shipyards and can accommodate any craft

of 200 feet long.

Telephone No. 469.

Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1921.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Mar. 21—B. F. Telamon.

24—J.C.J.L. Tikiini.

26—B. F. Leertes.

27—J.C.J.L. Tikiini.

Apr. 5—B. F. Kardabar.

13—B. F. Thevus.

18—B. F. Swail.

19—B. F. City of Dunkirk.

May 7—B. F. Knight Companion.

23—B. F. Telamon.

June 30—B. F. Archives.

July 4—B. F. Mentor.

8—B. F. Teirens.

FROM JAPAN.

Mar. 18—N. Y. K. Rombay Maru.

17—N. Y. K. Matsura Maru.

19—B. I. Tikiini.

22—J.C.J.L. Tikiini.

23—J.C.J.L. Tikiini.

Apr. 1—B. I. Tikiini.

3—B. I. Tikiini.

4—B. I. Tikiini.

9—B. I. Tikiini.

WORLD SHIPBUILDING.

PROGRESS IN 1920.

LLOYD'S REGISTER RETURNS.

The following summary of the Merchant Shipbuilding for 1920 issued by Lloyd's Register, has been forwarded to us by the local office. The summary does not include warships, moreover it takes into account only merchant vessels of 100 tons gross and upwards, that were launched in 1920, whether they were completed during the year, or are still under construction.

Sailing vessels fitted with auxiliary power are included with steamers or motor vessels, according to type of engine.

Figures regarding the output during the war period are only shown for Allied and Neutral Countries.

Complete totals for Germany not being available, no figures are shown for that country.

UNITED KINGDOM.

PARTICULARS OF TOTAL OUTPUT. During the year 1920 there have been launched in the United Kingdom 618 merchant vessels of 2,055,624 tons (viz., 556 steamers of 1,953,014 tons, 25 motor vessels of 86,940 tons, and 37 sailing vessels and barges of 15,670 tons).

These vessels have been built of steel with the exception of three wood vessels 660 tons and seven vessels of reinforced concrete of 3,794 tons. Only one sailing vessel has been launched during the year, viz., a yacht of 123 tons.

The output for 1920 is the highest ever reached; it exceeds last year's total by 435,182 tons—over 26 per cent., being 142,371 tons higher than the previous record figures of 1913.

NATIONALITY OF VESSELS LAUNCHED. Of the tonnage launched during the year, 1,209,221 tons are for registration in the United Kingdom, and 846,403 tons, or over 41 per cent. of the total tonnage, are for owners residing abroad. This percentage is considerably higher than the pre-war figures which, for the five years, 1909-1913, reached an average of 22½ per cent. The total tonnage launched in 1913, although lower than that of 1920, included some 309,000 tons more for United Kingdom owners than the present figures.

Of the tonnage launched in 1920, 286,644 tons are for Norwegian owners, 201,662 tons for French owners, and 131,589 tons for Italian owners.

SIZE AND TYPE OF VESSELS.

The returns for 1920 show that 168 vessels of between 5,000 and 10,000 tons each and 15 vessels of 10,000 tons and upwards were launched; the following are of over 13,000 tons each—

"Empress of Canada"	22,000 tons.
"Scythia"	21,500 "
"Giulio Cesare"	21,000 "
"Samaria"	18,500 "
"Pittsburgh"	18,600 "
"Montreal"	18,250 "
"Montrose"	18,250 "
"Tyrrhenia"	18,000 "
"Oroya"	14,000 "
"Ballarat"	13,300 "

Of the vessels building on the Isherwood system of longitudinal framing, 12 were launched, with a gross tonnage of about 73,000 tons. Including six of these vessels with a tonnage of about 39,000 tons, there were launched during 1920 11 vessels of about 65,400 tons for the carriage of oil in bulk; one of them being a barge of 2,606 tons. The returns also include 40 trawlers, and a large number of vessels designed for channel, coasting, and other special services.

The average tonnage of steamers and motor vessels launched in the United Kingdom during 1920 is 3,508 tons; but, if those of less than 500 tons be excluded, the average reaches 4,387 tons, compared with 4,006 in 1919, 4,593 in 1918, 4,933 in 1917, 4,080 in 1916, and 3,791 in 1915.

VESSELS FITTED WITH TURBINES OR WITH INTERNAL COMBUSTION ENGINES.

The great development which has taken place in the use of steam turbines is well shown by the fact that during 1920 there were launched 79 vessels with a total tonnage of 638,557 tons, which will be fitted with steam turbines and practically all of them with geared turbines. These figures include two vessels which will have a combination of turbines and reciprocating engines. It may be stated that all the vessels of 14,000 tons and above, launched during the year are to be fitted with turbines.

The tables in the summary, for the first time distinguish between steamers and motor vessels. During the year 25 motor vessels of 86,940 tons have been launched, and eleven of them are of 5,000 tons and upwards, the three largest being of about 8,500 tons each.

OUTPUT OF LEADING PORTS.

The Glasgow district occupies first place amongst the shipbuilding centres of the country, showing an output of 457,032 tons. Then follow Newcastle (365,775 tons), Sunderland (314,454 tons), Greenock (223,424 tons), Middlesbrough (195,452 tons), and Belfast (117,656 tons). The largest increase as compared with 1919 has taken place on the Clyde, the figures for which are 154,719 tons, higher than the previous year. The increase for Newcastle is 125,939 tons, for Middlesbrough 75,509 tons, and for Sunderland 40,471 tons, while in the Belfast district an actual decrease of 82,984 tons is recorded.

Of course, the extent to which yards have been engaged in the reconditioning of vessels has materially affected the output of new tonnage for the whole country, and especially in particular districts.

PROGRESS OF SHIPBUILDING DURING THE YEAR.

As regards the movement of the shipbuilding industry during the course of 1920, Lloyd's Register Quarterly Returns show that at the opening of the year 2,984,249 tons were actually under construction in the United Kingdom. The March returns showed an increase of about 400,000 tons, the June returns 184,000 tons, and the September returns 153,000 tons, the amount of tonnage building at the end of September, 1920, having reached 3,731,098 tons, the highest figures known to the shipbuilding industry of Britain. The figures for the end of the year, 3,708,916 tons, are only 22,000 tons less.

As was suggested in connection with the December quarterly shipbuilding returns, it is quite possible that the small decrease of work in hand then reported may prove to be the beginning of a serious decline in the shipbuilding industry. Of course, the real activity of the industry cannot be measured exclusively by the tonnage actually under construction. So long as a vessel remains incomplete in a builder's yard she helps to swell the tonnage under construction; and a large tonnage may be on hand with few or no orders coming in for new vessels to fill the berths as they become vacant. So far as these and similar considerations operate at the present time, there is no question that the shipbuilding outlook for the near future is far from being so favourable as the present high figures would at first sight appear to indicate.

OTHER COUNTRIES.

PARTICULARS OF TOTAL OUTPUT. Attention is drawn to the statistics given in Tables IV., V. and VI., from which it appears that outside the United Kingdom there have been launched during the year, 1,141 merchant vessels of 3,806,042 tons (907 steamers of 3,599,993 tons, 75 motor vessels of 103,037 tons, and 159 sailing vessels and barges of 103,012 tons). The figures show a decrease of 1,718,065 tons as compared with those for 1919, and of 293,282 tons as compared with 1918, but are 2,405,313 tons higher than those for 1913, the pre-war record year.

Taking the output of 1913 at 100, the figures for the last three years are as follows:—1918, 292.6; 1919, 394.4; and 1920, 271.7.

SIZE AND TYPE OF VESSELS.

The returns for the year include 236 vessels of between 4,000 and 6,000 tons each; 163 of between 6,000 and 8,000 tons; 25 of between 8,000 and 10,000 tons; and 17 of over 10,000 tons each, seven of the latter being steamers of about 13,500 tons each launched in the United States, and one, viz., the "Caracciolo," of about 31,000 tons displacement and 25,000 tons gross, launched in Italy during the year, which vessel, originally intended as a warship, is now being converted into a merchant vessel.

The figures for the year include 220 vessels of a total tonnage of 1,205,158 tons to be fitted with turbines, the great majority of which will have geared turbines. The output for the year also comprises 170 steamers of about 1,255,000 tons built on the Isherwood system of longitudinal framing. Including 73 of these vessels of about 510,000 tons, there were launched during the year 89 vessels of about 575,000 tons for the carriage of oil in bulk. Practically the whole of the tankers and vessels built on the Isherwood system were launched in the United States.

During 1920 there were launched 75 vessels of 103,037 tons to be fitted with internal combustion engines. Nine of these vessels are of over 5,000 tons each, three in Denmark, two in Holland, two in the United States, and one each in Italy and Sweden, the largest launched abroad during the year being the "William Penn," of 8,168 tons, building in the United States. The total figures include many sailing vessels fitted with auxiliary power.

The tonnage of wood vessels included in this year's total is 133,827 tons, which is only 34 per cent. of the total tonnage launched abroad during 1920. As compared with the 1919 figures, there is a decrease of about 587,000 tons, and of over 1,000,000 tons as compared with 1918, when the tonnage of wood vessels launched amounted to 23 per cent. of the total output.

The total figures include a large proportion of barges and other craft which cannot be described as real sailing vessels. Apart from such craft there were launched abroad 121 sailing vessels of 68,896 tons, 15 of which are between 1,000 and 2,000 tons, and five of over 2,000 tons; the largest being two six-masted schooners of 2,526 tons each, built at Portland, Oregon.

During 1920 there were launched 13 vessels of 23,067 tons; built of reinforced concrete, of which five are building in the United States, and include one steamer of about 6,000 tons and two of about 5,000 tons each.

The countries where the largest output has taken place during the year under review are the United States, Japan, Holland and Canada. The

totals for these countries amount to 3,275,595 tons, and account for over 86 per cent. of the total output abroad.

UNITED STATES.

PARTICULARS OF TOTAL OUTPUT.

The output for the year 1920, namely, 2,476,253 tons, is 1,589,132 tons lower than during 1919, and this decrease accounts for over 82 per cent. of the total reduction in the tonnage launched abroad during 1920.

The decrease has been general all over the country, but not so great on the Atlantic Coast, where it amounts to 17.3 per cent. as compared with the 1919 figures, whereas the corresponding figures for the Gulf Ports are 31.6 per cent.; for the Pacific Coast nearly 60 per cent., and for the Great Lakes over 74 per cent.

Notwithstanding this great reduction of output the figures for 1920 are still nine times larger than in 1913, and nearly 5½ times larger than in 1907, the pre-war record year. Moreover, the output in the United States during 1920 represents over 42 per cent. of the world's combined output and 65 per cent. of the total output abroad.

The figures for tonnage launched on the Great Lakes—127,529 tons—include four large steamers with a total of 33,222 tons intended for service on those lakes.

SIZE AND TYPE OF VESSELS.

The total figures for the United States comprise over 1,500,000 tons of vessels to be fitted with steam turbines, and about 29,000 tons of vessels to be fitted with internal combustion engines, including one vessel of 5,168 tons, the largest vessel fitted with Diesel engines launched abroad during the year. Eighty-eight steamers for the carriage of oil in bulk were launched with a tonnage of about 567,000 tons; 73 of these vessels, of about 510,000 tons, were built on the Isherwood system of longitudinal framing, and in addition 85 other vessels of about 558,000 tons were also built on this system.

The total figures comprise 119 steamers, each of between 5,000 and 6,000 tons; 152 of between 6,000 and 10,000 tons, and 15 vessels of 10,000 tons and upwards. These vessels include seven turbine steamers of about 13,500 tons each, five of them built by the New York Shipbuilding Corporation, and two by the Newport News S.B. & D.D. Co.; these are the largest vessels launched abroad during 1920, with the exception of the "Caracciolo," previously mentioned.

The largest wood vessels are two steamers and one motor vessel, each of about 3,500 tons, and built at Orange, Texas.

The returns of the year include five vessels of 19,000 tons built of reinforced concrete, two of them of about 5,000 tons each, and one of about 6,000 tons.

JAPAN.

The output for this country—456,642 tons—is 155,241 tons less than in 1919, and 33,282 tons less than in 1918. It forms, however, 34½ per cent. of the total tonnage launched abroad, excluding the United States. The striking advance of the shipbuilding industry in this country is well shown by the fact that the tonnage launched during 1920, notwithstanding the decrease as compared with 1919, nearly equals the whole output of Japan during the ten pre-war years 1904-1913.

The 1920 totals only refer to steel steamers; they comprise 30 vessels of between 5,000 and 6,000 tons each, and 21 of between 6,000 and 10,000 tons each; the largest being a tanker of about 8,000 tons, and two other steamers of 9,695 tons each.

BRITISH DOMINIONS.

The total tonnage launched in all the British Dominions during 1920, namely, 203,644 tons, is about 155,000 tons less than in 1919.

The tonnage launched in Canada—159,551 tons—is about 112,000 tons less than in 1919. It includes 13 steel steamers of 29,087 tons launched on the Great Lakes. On the coast and on the St. Lawrence were launched 17 steel steamers of between 5,000 and 6,000 tons.

The tonnage launched in the other British Dominions is 44,093 tons; over half of this tonnage represents the output of the Hongkong district, where two vessels of about 5,100 tons each were launched.

HOLLAND.

The total tonnage launched during 1920—183,149 tons—is 46,900 tons higher than the 1919 figures, and is a record. As usual, the figures for this country do not include vessels exclusively intended for river navigation.

The total figures comprise 7 vessels to be fitted with internal combustion engines, including 2 of 5,370 and 5,155 tons respectively, and also 3 vessels with a total tonnage of 19,000 tons to be fitted with steam turbines.

Seven vessels of between 5,000 and 7,000 tons each have been launched, and 2 of about 8,100 tons each.

SCANDINAVIAN COUNTRIES.

The total tonnage launched in Denmark, Norway and Sweden, amounts to 163,347 tons, which is 17,032 tons higher than the output for 1919. The increase in Denmark amounts to 22,003 tons, and in Sweden to 12,852 tons; whereas there has been a decrease of 18,723 tons in Norway. The total figures include four vessels of between 5,000 and 5,800 tons each launched in Sweden, and three in

vessels in Denmark of between 5,900 and 7,150 tons. The tonnage of steel vessels fitted with internal combustion engines launched in Denmark—24,352 tons—is the largest for any country outside the United Kingdom.

ITALY.

The total figures for this country—133,190 tons—are 50,477 tons higher than those for 1919. They include the output of Trieste, amounting to 29,191 tons. The totals comprise nine steamers of between 5,000 and 5,800 tons, one of 6,500 tons, and the "Caracciolo," of about 25,000 tons gross, launched as a warship and now being converted into a merchant vessel. Including the latter vessel, eight vessels, with a total tonnage of 63,208, were launched, which will be fitted with steam turbines.

FRANCE.

The output for the year—93,449 tons—exceeds the totals for 1919 by 60,786 tons, and although still below the pre-war figures, reflects the great improvement in the shipbuilding industry which has taken place in this country. The total figures include six steamers of between 5,000 and 6,700 tons and one of about 9,500 tons.

SPAIN.

During the year 45,950 tons were launched, which total is 6,659 tons less than for 1919. The figures include five steamers of between 5,000 and 6,000 tons, and the "Alfonso XIII," a turbine steamer of 10,137.

PROGRESS OF SHIPBUILDING ABROAD DURING THE YEAR.

A steady has taken place during the whole of 1920 in the work in hand in countries abroad. At the beginning of the year the tonnage under construction amounted to 4,867,114 tons, and at the end of December the total was 3,470,862 a decrease of 1,396,252 tons. It should, however, be stated that the whole of this reduction is due to the enormous decrease in the shipbuilding industry in the United States. At the end of December, 1919, there were 2,966,515 tons building in that country, whereas the figures for December, 1920, were 1,310,312—1,656,203 tons less.

Excluding the United States, Lloyd's Register Quarterly Returns show that on the whole there has been a steady increase throughout the year in countries abroad, the total tonnage building at the end of 1920 being 260,000 tons more than the work in hand at the end of 1919.

The increase in France amounts to about 181,000 tons and in Holland to about 123,000 tons. On the other hand, a considerable decrease has taken place in Japan and in Canada, amounting to about 61,000 and 52,000 tons respectively.

The countries abroad having the largest amount of tonnage under construction at the end of 1920 are—United States of America 1,310,000 tons, Holland 451,000 tons, France 398,000 tons, Italy 364,000 tons, and Japan 249,000 tons.

SUMMARY OF WORLD'S OUTPUT.

The total output during 1920 has been 5,861,666 tons, which is a decrease of 1,282,883 tons as compared with 1919, but exceeds by more than 2½ million tons the output for 1913, which was the pre-war record year.

In the United Kingdom there has been launched 35 per cent. of the world's output for 1920 as compared with 22½ per cent. for 1919, and 58 per cent. for 1913.

A striking fact shown by this summary is that during the year under review there have been launched about 1,825,000 tons of vessels which will be fitted with steam turbines. These figures represent no less than one-third of the total world's output of steel steam tonnage.

It may be stated that during the three years 1918-1920 the total addition to the world's merchant navies by new construction amounts to practically 18½ million tons.

VESSELS CLASSIFIED BY LLOYD'S REGISTER.

Of the merchant vessels launched during 1920, 960 of 3,697,141 tons (489 vessels of 1,697,543 tons in the United Kingdom and 471 of 1,999,598 tons abroad) are intended for classification in Lloyd's Register book. These figures include over 82½ per cent. of the United Kingdom's output, and it only the tonnage of the steel steamers and motor vessels of 1,000 tons and upwards launched in the world is taken into account, nearly 65 per cent. of such tonnage has been built under the society's inspection. The total figures are, with the exception of 1919, the highest ever reached in any one year during the history of the society; they exceed by 1,624,726 tons the pre-war record total attained in 1913.

During the last 15 years no less than 28,340,000 tons of new vessels have been launched which were built under the supervision of Lloyd's Register.

One fatal case of diphtheria, Chinese, and two non-fatal cases of cerebro-spinal fever, all Chinese were reported yesterday. Last week there were not less than 30 Chinese cases of cerebro-spinal fever, of which 12 were fatal. In addition there were three fatal cases of influenza, and two fatal cases of small-pox, all Chinese, also one imported case of paratyphoid fever—Indian, and one case of diphtheria, Chinese.

SPORT.

TENNIS TOURNAMENTS.

YESTERDAY'S GAMES.

NG SEE KWONG V. M. W. LO.

Yesterday at the Cricket Club, two open singles matches were decided, as was also one doubles.

Play began steadily after a short knock over, and it was soon seen that Lo was nervous or somewhat off his game. Ng began serving, and placing well to the sidelines soon had Lo on the run. Lo could not hit the ball when he got the chance and paid the inevitable penalty. Ng waits much longer for the ball than does Lo as a rule, and so the irregularities of the court did not perplex him.

It was soon evident that unless Lo could make a change in his luck, he was in for an unpleasant time, and though he fought gamely his play could not be compared to his display in the final of last year's tournament. Ng See Kwong won the first set fairly easily at 6/4, and though Lo's luck seemed to change for a brief while in the second set he could not hold the champion, who was putting more speed into his forehand than is his usual wont. There were many fine baseline exchanges, with neither player venturing up very often, though when Ng did come up he usually won the point decisively. Lo's soft overhead let him down many times—Ng would tempt him up, get a soft smash and pass him clean. He took the second set at 6/2 and the third at 6/3.

Lo was not favoured by fortune either in the actual play or in the draw, which prevented him from having any tournament practice before meeting Ng, who seems to be independent of either practice or conditions.

Score—6/4, 6/2, 6/3 to Ng See Kwong.

M.D.C. SANDBERG V. MAJOR C. WILSON.

There was no noteworthy play here.

Score—6/4, 6/1, 6/1 to Major C. Wilson.

J. RODGER, J.R. AND G.S. RODGER V. MAJOR GREENAWAY AND CAPT. C. OLLIVER.

The Rodgers were unlucky in the draw, and stood little chance from their opponents, who played a steady game and wore them down by superior play and tactics. The Rodgers were very active in retrieving many apparently hopeless shots, but could not do sufficient attacking to overcome the stronger pair.

Score—6/2, 8/6, 6/1 to Greenaway and Olliver.

A PLAYER.

Other results.

The results of the other matches played yesterday were—

Club Championship—A. B. Raworth beat J. S. Jennings, 4-6, 6-2, 6-1.

Handicap Singles "B"—Lt. C. H. Larkum (res. 15) beat H. Greenwood (res. 4/6), 6-2, 6-0.

Handicap Doubles—A. H. Crook and A. D. Ball (ows 3/6) beat Major J. M. Edwards and Major Timmis (ows 4/6), 6-0, 6-2; T. H. King and C. Blaker (res. 2/6) beat J. W. Alabaster and G. W. Sewell (scr.), 3-0, 6-6.

Mixed Doubles Handicap—Col. L. Humphrey and Mrs. Timmis (ows 15/2) beat Rev. H. S. Crole (res. 6-6) and Mrs. Bowden Smith (ows 15), 6-0, 6-3.

TO-DAY'S GAMES.

Open Championship Singles—H. W. Sasson v. D. J. Valentine; V. Yanovich v. O. Rumjahn.

Open Championship Doubles—Capt. C. S. Fisher and Lt. A. S. Lindell v. J. E. Penman and A. D. Humphreys; Lt. Col. F. J. Bowen and Col. L. Humphrey v. B. W. Bradbury and C. Fincher; Major H. M. Edwards and R. Townsend v. winners of today's match.

Club Championship—J. Rodger, Jr. v. Capt. P. Haylock Davies; Handicap Singles "A"—R. M. Henderson v. G. M. Dowdell.

Handicap Singles "B"—B. Crowley v. C. Blaker.

Mixed Doubles Handicap—F. A. Dinsdale and Miss D. Taylor v. G. R. Sayer and Mrs. Sayer; Lt. Forster and Dr. Grady Turner v. Major H. G. Bagnall and Mrs. Bagnall.

OLYMPIAD GAMES.

HONGKONG MAKING PREPARATIONS.

Invitations are being issued by the South China Athletic Association to its first athletic sports meeting to be held at the Racecourse on Good Friday. With a view to discovering Chinese athletic talents for the Far Eastern Olympiad Games, it has been decided to hold an athletic meeting annually, when events in line with those of the Olympiad will be competed in. Some of the events will be the 100 yards dash, 220 yards dash, 440 yards and half mile races, relay race, high jump, broad jump, pole vault, and discus-throwing. Suitable prizes will be forthcoming for the successful competitors. The next promises to be the first all-round athletic meeting in the history of the Colony, and all members of the Association are asked to take part.

DAIRY FARM NEWS.

Customers are requested to apply for our Revised Price List which came into force on 1st March, 1921.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY, LAIDLAW
DES VOEUX ROAD.

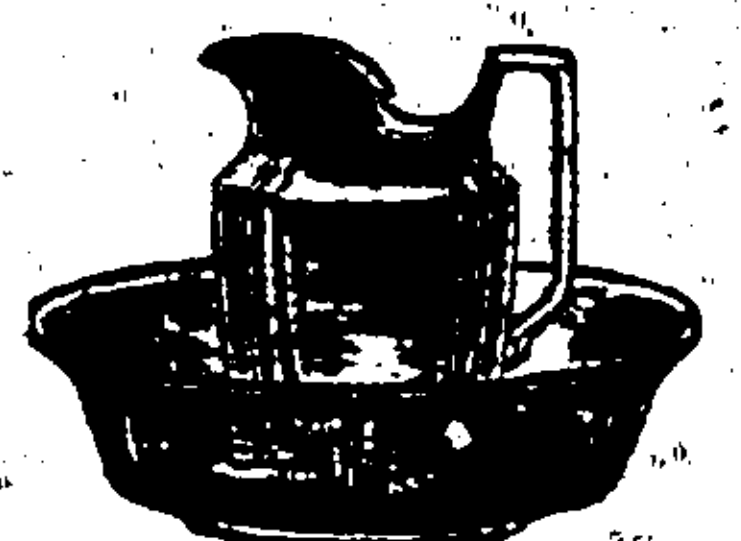
HAVE JUST RECEIVED A LARGE CONSIGNMENT OF HANDSOME TOILET SETS.

Toilette Services



FIGURED DESIGNS AT \$19.50, \$22.50, \$25.50, \$27.50 & \$35.00

ALSO A LARGE QUANTITY OF PLAIN COLORED SETS IN ART SHADES. AT \$22.50 SET.



ON SHOW IN OUR CHINA DEPT. SECOND FLOOR.

WHITEAWAY'S
HONGKONG.

TRIALS SOLICITED BY JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard)
8, Ice House Street, Hongkong.

CRICKET.

K.C.C. v. R.A.M.C.

A strong K.C.C. team were the visitors of the R.A.M.C. at Happy Valley on Saturday afternoon, when a very interesting game of cricket was played. The military men batted first, but the civilians' bowling was too formidable for them and they succumbed easily, the whole side being disposed of for the low score of 75 runs, of which only three were double figures, i.e. Rhodes 12, Hollands 18 and Wilkinson 13. The civilians found little difficulty with their opponents' bowling and hitting out at everything that came their way, scored 195 runs before time intervened to stop the innings. Braga 54 and Spinks 52 were the chief double-figure contributors, the others being Stapleton 38 and Edwards 26. These four scored nearly all the side's total.

The scores were—

R.A.M.C.

Cpl. Rhodes, b Capt. Spinks 12

Sgt. Hollands, c Braga, b Capt. Spinks 18

Spinks 5

Capt. Tomory, c and b Capt. Spinks 7

Capt. Enwright, b E. F. Spinks 3

S. M. Thompson, b Capt. Spinks 4

NOTICES.

Arnhold Brothers & Co., Ltd.

Import Shipping
Export Engineering

HEAD OFFICE: SHANGHAI
BRANCHES: HANKOW, TIENTSIN, PEKING, CHUNGKING, CHINGWANG, HONGKONG, CANTON, CHANG-SEA, NEWQUANG, MOONEN AND HAINAN.
AGENCIES: LONDON AND NEW YORK.

Beautify your Home by using

"SYNOLEO"

The famous "Oil Bound"

DISTEMPER (Colour-wash)

- "SYNOLEO" is in paste form, and only requires thinning with Cold water to be ready for the Brush. Is easily applied.
- "SYNOLEO" does not rub off on the Clothes. Colours fast to light and retain their appearance for years.
- "SYNOLEO" is manufactured in the most delicate tints and the deepest shades.
- "SYNOLEO" is the latest product in Distempers, and is superior to all others—Commands a very large sale throughout China.

STOCKED IN HONGKONG & SHANGHAI in many attractive Colours.

TINT BOOK and full particulars from—

Branch Houses of Manufacturers
WILKINSON, HEYWOOD & CLARK, LTD.
(Great Britain's Largest Paint Makers.)
Alexandra Buildings, HONGKONG. International Building, SHANGHAI.

THEATRICAL RATES.

TOURING COMPANIES.

WILL PRICES ADVANCE?

Our London correspondent sounds a note on the question of theatrical rates charged in the Far East which we have been expecting for some time past, namely, that they will in all probability have to be advanced, says the *N. C. D. News*. And this is not so much for the purpose of extracting greater profit from the touring ventures from which we in the East derive so much pleasure as to make ends meet. Those who have repeatedly visited the Far East, touring India, the Straits Settlements and China know what an exceedingly precarious business it is at the best of times, how every cent has to be carefully watched, every small economy made, how theatre bookings and passages have to be fitted in so as to give the company the smallest possible amount of idle time, for even though most theatrical contracts were based on the principle of "no play no pay," too many "dark nights" made the artist as restless as those financially responsible for the success of the undertaking.

In the days before the war special concessions were made to theatrical companies, probably following the practice prevailing in England in those days. Special rates were given by shipping companies. Scenery and properties were carried at reduced rates and sometimes at no rate at all. Hotels charged a specially low tariff for actors and actresses whose presence was often an added attraction to the place. But those days have gone by. Steamers rarely leave port without a full complement of passengers, and there remain many who would have liked to travel on the same voyage. Competition for berths has made it no longer profitable for shipping companies to fill empty cabins at reduced rates, and the result is that the theatrical company no longer obtains those cheaper fares and reduced freight charges which were at one time no inconsiderable factor in contributing towards the profit of the venture. Hotels can easily fill their rooms without depending upon the travelling thespian, with the result that the player travels no cheaper than does the ordinary traveller. The companies are also responsible for higher wages, the cost of scenery, etc., has risen in proportion to the cost of practically everything else, with the result that anyone attempting to bring a company on tour out East nowadays has to lay down a very considerable sum at the outset and also find no small amount to carry on with until performances commence to bring in an income.

Naturally the question is, how is this going to affect us in the Far East, and particularly in Shanghai? While so far as we have been able to

ascertain the question of raising the price of admission to performances has not been seriously discussed by those responsible, visiting managers have voiced their opinion that unless something is done in this direction it will be impossible to make tours pay, with the result that we may, in the future, be very badly off for entertainment. Hongkong, we believe, has already advanced prices for the Theatre Royal and Singapore also. That something will have to be done in the matter is evident when so fine a company as that of Miss Marie Tempest failed, as it is reported to have done, to make the tour a financial success, for the result cannot but create an unfortunate impression upon the minds of others contemplating coming out East. On the question of whether the theatre-going public of Shanghai can stand an increase of say one-third in the prices at present charged there can be but little doubt. We venture to think that Shanghai would pay it willingly rather than see a falling off in the number of theatrical companies that visit each year, and while we do not at present suggest that rates should be increased, some one else appears likely to do so in the not far distant future.

PASSENGERS.

ARRIVALS.

Per s.s. "Montezuma," yesterday:—Mr. and Mrs. P. D. Ahrens, Mr. E. H. Falkner, Mr. T. D. Hase, Mrs. W. F. Montgomery, Messrs K. Smith, W. G. Smith, A. Suzuki, Mrs. L. Thompson, Mr. and Mrs. E. R. Wood, Messrs E. Babage, M. T. Barnett, P. E. Blundell, E. S. Bond, E. Brown, Rev. D. Carey, R. P. Carey, D. Cayless, J. C. Creveling, W. F. Calver, C. Fallon, R. H. Flower, F. R. Fuggle, W. Gasling, D. G. Goodall, A. Hudson, J. W. Hudson, C. E. L. Jackson, W. E. Lloyd, Mr. and Mrs. R. McDonald, Mr. and Mrs. R. H. E. Marks, Mr. E. G. Post, Mrs. M. Riggs, Mr. S. C. Saunders, Mrs. R. J. Stevenson, Mr. and Mrs. R. S. Swan.

The C.P.O.S. B.M.S. s.s. "Empress of Japan," arrived at Shanghai on March 14 (1.30 p.m.) left there March 14 (10 p.m.) and is due at Hongkong on March 17 (8 a.m.).

The "Ellerman" s.s. "Kato" from Hamburg, Rotterdam and London left Singapore on March 12 and may be expected to arrive here on Friday, March 17.

The N.Y.K. s.s. "Mishima Maru" (European Line) left Shanghai for this port on March 14 and is expected here on March 17.

The Barber Line s.s. "Bowen Castle" left New York on March 8 for Hongkong via Port and is expected to arrive here about May 12. Dodwell & Co., Ltd. Agents.

BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the airways, aids expectoration and assists Nature in restoring the system to healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all Chemists and Storekeepers.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

	(Direct)	
"KERMUN"	16th Mar.	London, Rotterdam & Hamburg
"NINGCHOW"	5th Apr.	London, Amsterdam & Antwerp
"THESEUS"	13th Apr.	London, Rotterdam & Hamburg
"ATREUS"	19th Apr.	London, Amsterdam & Antwerp
"ELEPHANT"	26th Apr.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

	(Direct or via Continental Ports)	
"TELEMON"	22nd Mar.	Havre & Liverpool
"ET OF THE GARTER"	29th Mar.	Genoa, M'Isles, L'pool & Glasgow
"IDOMENEUS"	19th Apr.	Havre & Liverpool
"ARAT"	19th Apr.	Genoa, M'Isles, L'pool & Glasgow

PACIFIC SERVICE

	(via Kobe and Yokohama)	
"TALYTHIUS"	16th Mar.	Victoria, Seattle and Vancouver
"TENDAREUS"	5th Apr.	
"PROTEUS"	4th May	

NEW YORK SERVICE

	(via Suez or Panama)	
"LAERTES"	27th Mar.	via Suez

HOMeward PASSENGER SERVICE

"IDOMENEUS"	15th April	for Liverpool
"PYRRHUS"	3rd May	for London
"ANGELUS"	10th May	for London
"TELESTAS"	7th July	for Liverpool

For Freight and all Information Apply to
BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	To
Shanghai	Kwangse
Saigon	Chili
Japan	Arratoon Apcar
Japan	Bombay Maru
Japan and Shanghai	Mishima Maru
Straits	Chenan
EUROPE via Suez (Letters and Newspapers London 17th Feb.)	Inaba Maru
Straits and Calcutta	Heijin Maru

OUTWARD MAILS.

For	To	Time
Shanghai and Wuchow	Kwangse	4 p.m.
Saigon	Rajah of Sarawak	4 p.m.
Shanghai, North China and Japan	Chili	5 p.m.
"Swatow"	Chungking	5 p.m.
Hohow and Haiphong	Takung	8 a.m.
Shanghai and North China	Kaiwo Maru	10 a.m.
Philippine Islands	Hargang	10 a.m.
"Japan"	Wes Japan	10 a.m.
"Japan"	Benlavers	10 a.m.
Japan, "Honolulu," "Canada," "United States," "Central and South America," "EUROPE" via SAN FRANCISCO. Registration 9.45 a.m. Letters 10.30 a.m.	Anyo Maru	2 p.m.
Straits, Bangkok, Calcutta and ADEN	Talythius	5 p.m.
Straits, Bangkok, Calcutta and ADEN	Doylton	5 p.m.
Swatow, "Shanghai and North China"	Chenan	5 p.m.
Haiphong, "Straits and Bangkok"	Chenan	5 p.m.
Straits, "Bangkok, Calcutta and ADEN"	Arratoon Apcar	10 a.m.
Philippine Islands	Tydarous	11 a.m.
Wahaiwei, Chefoo and "Tientsin"	Hutchow	2 p.m.
Swatow	Hydrance	2.30 p.m.
Tientsin	Cheongching	5 p.m.
Straits, "Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkott, Egypt & EUROPE via MARSEILLES. Registration 8.45 a.m. Letters 9.30 a.m.	Mishima Maru	11 a.m.
Swatow, Amoy and Poohow	Hailong	11 a.m.
Philippine Islands	Loongang	5 p.m.
"Shanghai, North China and Japan"	Namsang	5 p.m.
Straits, "Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkott, Egypt, ADEN & EUROPE via MARSEILLES. Registration 8 p.m. Letters Saturday, 19th 8.30 a.m.	Karmala	
The "Parcel Mail" will be closed on Friday, 18th March at Noon.		
Hohow, Fakhoi and Haiphong	Kailong	8 a.m.
Shanghai, North China and Japan	Inaba Maru	9 a.m.
"Shanghai and North China"	Chenan	10 a.m.
"Shanghai, North China, Japan, Honolulu, "Canada," "United States," "Central and South America," "EUROPE" via SAN FRANCISCO. Registration 9.45 a.m. Letters 10.30 a.m.	Siberia Maru	5 p.m.
Shanghai and North China	Kwongang	5 p.m.
Swatow, Amoy and Keelung	Kaijo Maru	9 a.m.
Swatow, "Straits and Bangkok"	Lima	11 a.m.
Swatow, and Bangkok	Chenan	9 a.m.
Amoy, "Shanghai and North China"	Sinking	11 a.m.
Straits, Bangkok, Calcutta & ADEN	Laing	2 p.m.
Shanghai and North China	Whangse	11 a.m.
Straits, "Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkott, Egypt & EUROPE via MARSEILLES. Registration 8 p.m. Letters Saturday, 19th 8.30 a.m.	Kashiki	
The "Parcel Mail" will be closed on Friday, 18th March at Noon.		

*Correspondence bearing vessel's name only

WEATHER REPORT.

March 15d. 11h. 19m.—Pressure has increased moderately at Shanghai. It is nearly stationary at other reporting stations.

Another anticyclone has formed over China.

Strong monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.30 inch. Total since January 1st, 10 inches, against an average of 4.24 inches.

Forecast for the 24 hours ending at noon on March 16th.

1.—Hongkong to Gap Rock. N.E. wind, strong, moderating; cloudy, some rain.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamook. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

NAVY OBSERVATORY.

REPORTING DAILY WEATHER.

MARCH 15, 1921.—a.m.

MARCH 15, 1921.—a.m.						
Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.
Vladivostok	6 a.	30.15	54	82	N	1
Seasun	5 a.	30.15	54	82	N	1
Hakodate	8 a.	30.15	54	82	N	1
Tokio	8 a.	30.16	61	82	N	1
Soochi	8 a.	30.16	61	82	N	1
Nagasaki	8 a.	30.16	61	82	N	1
Kagoshima	8 a.	30.16	61	82	N	1
Osima	8 a.	30.16	61	82	N	1
Naha	8 a.	30.16	61	82	N	1
Adju	8 a.	30.16	61	82	N	1
Bonin Island	8 a.	30.16	61	82	N	1
Wellsaid	6 a.	30.16	61	82	N	1
Hankow	8 a.	30.16	61	82	N	1
Chungking	8 a.	30.16	61	82	N	1
Changhai	8 a.	30.16	61	82	N	1
Shanghai	8 a.	30.16	61	82	N	1
Outaid	8 a.	30.16	61	82	N	1
Sharp Pt.	7 a.	30.16	61	82	N	1
Amoy	8 a.	30.16	61	82	N	1
Swatow	8 a.	30.16	61	82	N	1
Haiphong	8 a.	30.16	61	82	N	1
London	8 a.	30.16	61	82	N	1
Taipei	8 a.	30.16	61	82	N	1
Taiwan	8 a.	30.16	61	82	N	1
Kobe	8 a.	30.16	61	82	N	1
Pescadore.	8 a.	30.16	61	82	N	1
Canton	8 a.	30.16	61	82	N	1
Hongkong	8 a.	30.16	61	82	N	1
Gap Rock	8 a.	30.16	61	82	N	1
Macao	8 a.	30.16	61	82	N	1
Wuchow	8 a.	30.16	61	82	N	1
Peking	8 a.	30.16	61	82	N	1
Hedlow	8 a.	30.16	61	82	N	1
Finland	7 a.	30.16	61	82	N	1
Formosa	8 a.	30.16	61	82	N	1
U. S. James	8 a.	30.16	61	82	N	1
Aperti	8 a.	30.16	61	82	N	1
Dayton	8 a.	30.16	61	82	N	1
Manila	8 a.	30.16	61	82	N	1
Legazpi	8 a.	30.16	61	82	N	1
Tacloban	8 a.	30.16	61	82	N	1
Iloilo	8 a.	30.16	61	82	N	1
Samar	8 a.	30.16	61	82	N	1
Guam	8 a.	30.16	61	82	N	1
Manila	8 a.	30.16	61	82	N	1